



COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

The American Recovery and Reinvestment Act of 2009 Transportation and Infrastructure Provisions Implementation Status as of March 27, 2009

Prepared for

*The Honorable James L. Oberstar
Chairman*

*By the Committee on Transportation and Infrastructure
Majority Staff*

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THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009
TRANSPORTATION AND INFRASTRUCTURE COMMITTEE PROVISIONS

\$64.1 BILLION FOR TRANSPORTATION AND INFRASTRUCTURE INVESTMENT

- The American Recovery and Reinvestment Act of 2009 (P.L. 111-5) (“Recovery Act”) provides **\$64.1 billion** of infrastructure investment to enhance the safety, security, and efficiency of our highway, transit, rail, aviation, environmental, flood control, inland waterways, public buildings, and maritime transportation infrastructure.

- The \$64.1 billion of Federal transportation and infrastructure investment will **create or sustain more than 1.8 million jobs and \$323 billion of economic activity.**

- Specifically, **the Recovery Act provides:**
 - **Highways and Bridges:** **\$27.5 billion**
including Federal-aid Highway formula (\$26.8 billion), Indian Reservation Roads (\$310 million), National Park Roads (\$170 million), Forest Roads (\$60 million), Refuge Roads (\$10 million), Ferry Boats and Ferry Terminal facilities (\$60 million), On-the-Job Training (\$20 million), and Disadvantaged Business Enterprise bonding assistance (\$20 million)

 - **Transit:** **\$8.4 billion**
including Transit Urban and Rural formula (\$6.8 billion), Transit Greenhouse Gas and Energy Reduction program (\$100 million), Fixed Guideway Modernization formula (\$750 million), and New Starts grants (\$750 million)

 - **Rail:** **\$9.3 billion**
including High-speed Rail and Intercity Passenger Rail grants (\$8 billion), Amtrak Capital grants (\$850 million), and Amtrak Safety and Security grants (\$450 million)

 - **Surface Transportation:** **\$1.5 billion**
including highway, bridge, public transit, intercity passenger rail, freight rail, and port infrastructure grants

 - **Aviation:** **\$1.3 billion**
including Airport Improvement Program (\$1.1 billion) and Federal Aviation Administration Facilities and Equipment (\$200 million)

TRANSPORTATION AND INFRASTRUCTURE INVESTMENT CONTINUED

- **Environmental Infrastructure: \$5.26 billion**
including Clean Water State Revolving Fund loans and grants (\$4 billion), Superfund cleanups (\$600 million), Brownfields grants (\$100 million), Watershed and Flood Prevention Operations (\$290 million), Watershed Rehabilitation Program (\$50 million), and International Boundary and Water Commission (\$220 million)

- **U.S. Army Corps of Engineers: \$4.6 billion**
including Construction (\$2 billion), Operations and Maintenance (\$2.075 billion), Mississippi Rivers and Tributaries (\$375 million), Formerly Utilized Sites Remedial Action Program (\$100 million), Investigations (\$25 million), and Regulatory Program (\$25 million)

- **Federal Buildings: \$5.575 billion**
including High-Performance Green Federal buildings (\$4.5 billion), repair, alteration, and construction of Federal buildings and courthouses (\$750 million) and border stations and land ports of entry (\$300 million), and Smithsonian Institution (\$25 million)

- **Economic Development Administration: \$150 million**
including Economic Adjustment grants (\$50 million) and Regional Economic Development Commissions (up to \$50 million)

- **Emergency Management: \$210 million**
including Firefighter Assistance grants to construct non-Federal fire stations (\$210 million)

- **Coast Guard: \$240 million**
including Bridge Alterations (\$142 million) and construction of shore facilities and aid-to-navigation facilities and repair of vessels (\$98 million)

- **Maritime Administration: \$100 million**
including Small Shipyard grants (\$100 million)

- The Recovery Act generally **requires these funds to be invested in ready-to-go projects**. Section 1602 of the Recovery Act requires States and other grant recipients to give preference to projects that can be started and completed expeditiously, including a goal of using at least 50 percent of the funds for projects that can be initiated not later than 120 days after the date of enactment.¹ In addition, several transportation programs have specific deadlines to invest a percentage of the funds. For example, for Federal-aid Highway formula funds, 50 percent of state-administered funds must be obligated within 120 days of apportionment and all funds must be obligated within one year. For transit formula grants, 50 percent of funds must be obligated within 180 days of apportionment and all funds must be obligated within one year.

- The Recovery Act **creates green collar jobs and invests in projects that decrease our dependence on foreign oil and address global climate change**. It provides \$4.5 billion for High-Performance Green Federal buildings to fund projects that incorporate energy and water conservation elements, such as installing photovoltaic roofs and geothermal technology. In addition, the Recovery Act provides a significant investment in public transit, high-speed rail, intercity rail, and Amtrak projects to provide alternatives to traveling by car, and help public transit and intercity passenger rail providers increase the percentage of their fleets that are alternative fuel vehicles. Finally, the Recovery Act directs that 20 percent of each state's Clean Water State Revolving Fund allotment be used for investments in energy and water efficient techniques and technologies (i.e., green infrastructure).

- The Recovery Act **requires the steel, iron, and manufactured goods for these projects to be produced in the United States**.²

- The Recovery Act **creates family-wage construction and manufacturing jobs**.³

- The Recovery Act **requires the Governor of each State to certify that:**
 - **the State will request and use funds provided by the Recovery Act and the funds will be used to create jobs and promote economic growth;**⁴
 - **the State will maintain its effort with regard to State funding for transportation projects;**⁵ and

¹ American Recovery and Reinvestment Act of 2009, Pub. L. No. 111-5, § 1602 (2009).

² *Id.* § 1605.

³ *Id.* § 1606. The Recovery Act requires all laborers and mechanics employed by contractors on projects funded by this Act to be paid prevailing wages. *Id.*

⁴ *Id.* § 1607. The Governor shall make this certification within 45 days of the date of enactment. If the Governor does not make such certification, the State legislature may accept the funds. *Id.*

⁵ *Id.* § 1201. The certification shall include a statement identifying the amount of funds the State planned to expend from State sources as of the date of enactment during the period from the date of enactment through September 30, 2010. *Id.*

- the Governor accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars.⁶
- Finally, the Recovery Act **ensures transparency and accountability by including regular reporting requirements to track the use of the funds, State investments, and the estimated number of jobs created or sustained. This information will be publicly available through Recovery.gov.** Pursuant to section 1512 of the Act, States and other direct grant recipients will provide quarterly reports to the Federal agency that provided the funds on the total amount of recovery funds received; the amount of such funds that were expended or obligated; a detailed list of all projects or activities for which recovery funds were expended or obligated, including the name and description of the project, an evaluation of the completion status of the project, and an estimate of the number of jobs created or sustained by the project; and, for infrastructure investments made by State and local governments, the purpose, total cost, and rationale of the agency for funding the infrastructure investment. Each Federal agency receiving these quarterly reports will make the information publicly available by posting the information on a website.⁷
- Section 1201 of the Recovery Act **requires additional reporting requirements for funds administered by the U.S. Department of Transportation.** Under this provision, each State and other grant recipient shall submit periodic reports to the U.S. Department of Transportation on the use of Recovery Act funds provided for highway, public transit, rail, surface transportation, airport, and maritime programs. The States and other grant recipients will report:
- the amount of Federal funds obligated and outlaid;
 - the number of projects that have been put out to bid, and the amount of Federal funds associated with such projects;
 - the number of projects for which contracts have been awarded, and the amount of Federal funds associated with such projects;
 - the number of projects for which work has begun under such contracts and the amount of Federal funds associated with such contracts;
 - the number of projects for which work has been completed under such contracts and the amount of Federal funds associated with such contracts;
 - the number of direct, on-project jobs created or sustained by the Federal funds provided and, to the extent possible, the estimated indirect jobs created or sustained in the associated supplying industries, including the number of job-years created and the total increase in employment since the date of enactment; and

⁶ *Id.* § 1201. The certification shall include a description of the investment, the estimated total cost, and the amount of covered funds to be used, and shall be posted on a website and linked to the Recovery.gov website. *Id.*

⁷ *Id.* § 1512.

- information tracking the actual aggregate expenditures by each grant recipient from State sources for projects eligible for funding under the program during the period from the date of enactment through September 30, 2010, compared to the level of expenditures that were planned to occur during such period as of the date of enactment.

The first periodic report is due not later than 90 days after the date of enactment, and subsequent reports are due not later than 180 days, one year, two years, and three years after the date of enactment.⁸

READY-TO-GO INFRASTRUCTURE INVESTMENTS

- While certain infrastructure projects may require years of engineering and environmental analysis, followed by a lengthy contract award process, a subset of projects – such as projects involving rehabilitation and repair of existing infrastructure – can move much more quickly, with work beginning within 90 to 120 days.⁹
- The Recovery Act requires recovery funds to be invested in ready-to-go projects. Priority will be given to projects that can be started and completed quickly.¹⁰ For instance, State Departments of Transportation (DOTs) have a tremendous backlog of highway resurfacing needs. State DOTs often have open-ended contracts in place for resurfacing projects, which means that work could begin immediately upon receipt of additional funds. Similarly, many State DOTs have bridge deck overlay projects, in which the top two or three inches of concrete on the surface of the bridge (e.g., the deck) is replaced, which are ready-to-go.
- Even before the U.S. Department of Transportation apportioned formula funds to States, cities, and public transit agencies, State DOTs put out bids (typically for a period of 30 days) for ready-to-go projects. After receipt of the bids and contract award, work can begin on the project within an additional 30 days. **In this way, the Recovery Act can “put shovels in the ground” within 90 to 120 days of the date of enactment.**

⁸ *Id.* § 1201.

⁹ The Federal Highway Administration’s “August redistribution” of highway funds illustrates the ability of States to obligate additional funds quickly when they become available. In August of each year, States that cannot use their entire obligation authority return the unused authority to the Federal Highway Administration, which then redistributes it to States that can use the funds prior to the end of the fiscal year on September 30.

¹⁰ *See id.* § 1602.

**ECONOMIC IMPACT: MORE THAN 1.8 MILLION JOBS AND
\$323 BILLION OF ECONOMIC ACTIVITY**

- The \$64.1 billion of Federal infrastructure investment will **create or sustain more than 1.8 million jobs and \$323 billion of economic activity**. Each \$1 billion of Federal funds invested in infrastructure creates or sustains approximately 34,779 jobs and \$6.2 billion in economic activity.¹¹
- A national survey found that transportation construction contractors hire employees within three weeks of obtaining a project contract. These employees begin receiving paychecks within two weeks of hiring.
- In addition, this infrastructure investment will **increase business productivity** by reducing the costs of producing goods in virtually all industrial sectors of the economy. Increased productivity results in increased demand for labor, capital, and raw materials and generally leads to lower product prices and increased sales.
- The proposed investment will specifically help unemployed construction workers. The construction sector has lost 904,000 jobs since the recession began in December 2007. The unemployment rate in construction was **21.4 percent** in February 2009 – up 10 points since February 2008. This is the highest unemployment rate of any industrial sector. As of February 2009, **there are 2,025,000 unemployed construction workers** in the nation – that’s 907,000 more unemployed construction workers than in February 2008, and 939,000 more than in February 2007. Within the overall construction sector, heavy and civil engineering construction employment is now the lowest it has been since February 2005.
- In contrast to the economic stimulus effect from tax cuts, virtually all of the stimulus effect from public infrastructure investment will be felt in the United States. Not only would the construction work be done here, but most transportation construction materials and equipment are manufactured in the United States, as well.¹²

¹¹ These estimates are based on 2007 Federal Highway Administration data on the correlation between highway infrastructure investment and employment and economic activity, and assume a 20 percent state or local matching share of project costs. Some infrastructure programs have slightly higher or lower estimates of the number of jobs created or the economic activity generated per \$1 billion of Federal funds invested. To enable easy comparisons among the elements of the bill, this document presumes the FHWA model for employment and economic activity. In the overwhelming majority of cases, the requirement for State or local matching funds would be waived under this proposal. Where appropriate, estimates of employment and economic activity have been adjusted to reflect these match waivers.

¹² Previous experience with using public infrastructure investment to stimulate the economy can be found with the Public Works Acceleration Act (P.L. 87-658), signed by President Kennedy on September 14, 1962. Under this program, a total investment of \$1.8 billion (\$880 million Federal investment and \$920 million in local investment) generated 250,000 job-years. *See* Public Works Acceleration Act, 42 U.S.C. § 2641 (1962).

MINORITY-OWNED AND WOMEN-OWNED BUSINESS IMPACT:

- This investment will also help address the disproportionate effect that the increase in unemployment has had on people of color. In February 2009, the rate of unemployment for African Americans was 13.4 percent – 84 percent higher than the rate for whites. The unemployment rate for Hispanic or Latino Americans was 10.9 percent, 49 percent more than the rate for whites.

- Congress has established a national 10 percent aspirational program goal for firms certified as Disadvantaged Business Enterprises (“DBEs”), including minority- and women-owned businesses, with respect to highway, transit, aviation, and other infrastructure programs. As a general rule, States, cities, and infrastructure financing authorities are required to establish an annual DBE participation goal that reflects what DBE participation would be in the absence of discrimination. The DBE program applies to all Recovery Act transportation and infrastructure programs.

HIGHWAYS AND BRIDGES – \$27.5 BILLION

Recovery Act Implementation: The Recovery Act provides \$27.5 billion for highway and bridge improvement, including \$26.8 billion for Federal-aid Highway formula investments, \$550 million for Indian Reservation Roads, Park Roads, and Forest Highways, \$60 million for competitive discretionary Ferry Boat capital grants, \$20 million for On-the-Job Training, and \$20 million for Disadvantaged Business Enterprise bonding assistance.

On March 2, 2009, eight days earlier than what the Recovery Act requires, the Federal Highway Administration (FHWA) issued Federal-aid Highway formula apportionments to States. These apportionments are summarized in the attached tables, and are also available on FHWA's website: <http://www.fhwa.dot.gov/legisregs/directives/notices/n4510705t1.htm>.

Of the funds provided for the highway formula program, in the past four weeks, 35 states have submitted and received approval for nearly 1,000 projects totaling \$3.4 billion, more than 10 percent of the Recovery Act highway funds.

Highway construction is underway across the country, including the following projects:

- Silver Spring, Maryland: \$2.1 million project to resurface and improve safety along a 1.1-mile section of New Hampshire Avenue;
- Syracuse, Utah: \$15 million project to widen State Highway 108; and
- Richmond, Vermont: \$1.7 million project to rehabilitate a bridge over the Winooski River.

In addition to the formula programs, FHWA has moved ahead with discretionary programs funded by the Recovery Act. FHWA allocated Refuge Road funds for repairing Fish and Wildlife Service roads. In early April, the agency plans to initiate allocation of Indian Reservation Road and Park Road funds. FHWA also intends to issue a solicitation for applications for the Ferry Boat capital grants program.

FHWA took many steps to ensure consistency and timeliness in reporting and implementation required by the Recovery Act. The agency issued reporting guidance to States as well as hosted an implementation webcast for local agencies that more than 400 people attended. FHWA staff met with the White House Implementation Workgroup for Indian Tribes and the Bureau of Indian Affairs to develop an oversight plan for Recovery Act funds for the Indian Reservation Roads program. FHWA also intends in the near future to finalize risk management plans for implementation and oversight of Recovery Act projects and funding.

The Recovery Act requires Governors, mayors, or chief executive officers to make specific certifications. DOT established a website where the agency posts submitted certifications, by state: <http://testimony.ost.dot.gov/ARRAcerts/>.

TRANSIT URBAN AND RURAL FORMULA GRANTS – \$6.8 BILLION

Recovery Act Implementation: The Recovery Act provides \$6.8 billion in transit capital grants for ready-to-go projects, including \$5.44 billion distributed by the current transit urban formula, \$680 million distributed by the current transit rural formula, and an additional \$680 million for both urban and rural areas distributed by the growing states and high density states formula.

Of the \$6.8 billion apportioned for the Transit Capital Assistance program on March 5, 2009, \$46.3 million has been awarded by the Federal Transit Administration (FTA), including three grants in rural areas of Kentucky, Missouri, and Maine:

- Kentucky: Purchase of 206 vehicles including trolleys, intercity buses, and vans;
- Maine: Grant to construct a new passenger ferry; and
- Missouri: Purchase of approximately 319 vehicles including modified vans, minivans, and minibuses.

These apportionments are summarized in the attached tables, and are also available on FTA's website: http://www.fta.dot.gov/about_FTA_9289.html. Please note that FTA's table aggregates the Transit Capital and Fixed Guideway programs.

FTA has an additional 23 grants (totaling approximately \$189 million) that are now pending review by the Department of Labor for labor protective agreements. These pending grants will fund public projects in urbanized areas, including rail improvements and the purchase of new clean-fuel buses. FTA also published the \$17 million Tribal Transit Program notice in the Federal Register.

FTA has reached out to transit agencies to ensure accuracy and consistency in reporting and implementation and issued guidance on applying for grants and reporting ongoing activities. In March, FTA held a seminar on the Recovery Act at the American Public Transportation Association Legislative Meeting. FTA recently participated in a webinar to provide transit agencies with up-to-date Recovery Act information. The agency also worked to finalize its risk management plan to ensure effective and efficient use of transit-related Recovery Act funds.

TRANSIT GREENHOUSE GAS AND ENERGY REDUCTION FUNDING – \$100 MILLION

Recovery Act Implementation: The Recovery Act provides \$100 million of discretionary transit capital grants to public transit agencies to reduce energy consumption or greenhouse gas emissions of their public transportation systems.

On March 24, 2009, FTA issued a notice in the Federal Register soliciting proposals for the Greenhouse Gas and Energy Reduction program. Proposals are due by May 22, 2009.

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT – \$750 MILLION

Recovery Act Implementation: The Recovery Act provides \$750 million for Fixed Guideway projects to modernize existing rail systems.

On March 5, 2009, FTA announced the allocation of these formula funds. These apportionments are summarized in the attached tables, and are also available on FTA's website: http://www.fta.dot.gov/about_FTA_9289.html. Please note that FTA's table aggregates the Transit Capital and Fixed Guideway programs.

Grant recipients are now able to apply for these funds through FTA.

TRANSIT NEW STARTS CONSTRUCTION – \$750 MILLION

Recovery Act Implementation: The Recovery Act provides \$750 million in transit capital grants for New Starts construction which includes select fixed guideway transit projects, such as trolleys and rail.

In the near future, FTA plans to publish a notice in the Federal Register soliciting applicants for the New Starts program. On March 27, 2009, FTA announced that the Central Phoenix/East Valley Light Rail project in Phoenix, Arizona, will receive \$36 million of New Starts funding.

RAIL – \$9.3 BILLION

Recovery Act Implementation: The Recovery Act provides \$9.3 billion for rail investment, including \$1.3 billion for capital grants to Amtrak (of which \$450 million shall be used by Amtrak for safety and security improvements) and \$8 billion for high-speed rail, intercity passenger rail, and congestion grants to States.

On March 19, 2009, the Federal Railroad Administration (FRA) executed a grant agreement with Amtrak for \$1.3 billion. Since then, Amtrak has approved projects totaling more than \$938 million. These projects include:

- \$105 million project to replace a moveable bridge over the Niantic River in Connecticut;
- \$82 million project to rehabilitate 68 passenger cars; and
- \$63 million project to repair the approximately 80-year-old Lamokin frequency converters in Pennsylvania, which form a key element of the power supply system for the Northeast Corridor.

For a list of other Amtrak projects to be funded by the Recovery Act, see: <http://www.fra.dot.gov/us/press-releases/243>.

Besides working with Amtrak to expand rail capacity and upgrade rail infrastructure, FRA received Amtrak's preliminary list of security projects funded by the Recovery Act.

FRA also selected a program management support contractor for the \$8 billion high-speed rail and intercity passenger rail grant programs. The contractor has begun work and FRA will continue to develop a strategic plan for high-speed rail. The U.S. Department of Transportation will submit its strategic plan to Congress by April 18, 2009.

To view a national map showing the designated high-speed rail corridors, see:

[http://transportation.house.gov/Media/file/Full%20Committee/Stimulus/Designated%20HSR%20Corridors%20at%20101905b%20\(2\).pdf](http://transportation.house.gov/Media/file/Full%20Committee/Stimulus/Designated%20HSR%20Corridors%20at%20101905b%20(2).pdf).

To view descriptions of designated high-speed rail corridors, see:

<http://transportation.house.gov/Media/file/Full%20Committee/Stimulus/High%20Speed%20Rail%20Corridor%20Descriptions.pdf>.

NATIONAL SURFACE TRANSPORTATION SYSTEM DISCRETIONARY GRANTS - \$1.5 BILLION

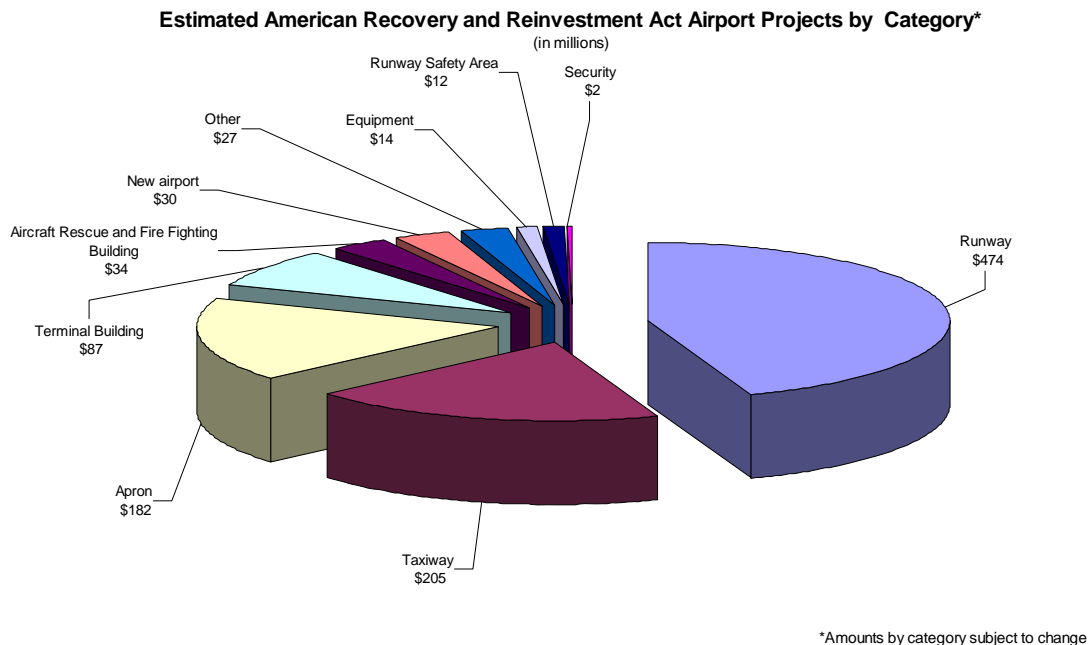
Recovery Act Implementation: The Recovery Act provides \$1.5 billion to the Secretary of Transportation to make competitive discretionary grants to surface transportation projects that will have a significant impact on the Nation, a metropolitan area, or a region.

The Office of the Secretary of Transportation is finalizing guidance and criteria for this \$1.5 billion discretionary grants program.

AIRPORT IMPROVEMENT PROGRAM – \$1.1 BILLION

Recovery Act Implementation: The Recovery Act provides \$1.1 billion for airport capital improvements. The Federal Aviation Administration (FAA) will distribute funds to ready-to-go projects based on the existing Airport Improvement Program (AIP) national priority system. On March 3, 2009, the FAA issued guidance to airport sponsors explaining the requirements of the Recovery Act and the agency's planned process for distributing AIP funds provided by the Recovery Act.

As shown in the chart below, the FAA has identified \$1.07 billion worth of specific Recovery Act airport improvement projects. This chart represents the FAA's current best estimate of the set of projects that will receive Recovery Act funding, by type of project. It is subject to change because the FAA may discover that some projects are not able to proceed and must be replaced, or as bids come in better than expected and, therefore, the FAA is able to add new projects to the list. For the latest project-specific list, see: <http://www.faa.gov/recovery/>.



Source: Federal Aviation Administration.

Examples of projects to be funded include:

- \$7 million to rehabilitate a runway at Denver International Airport;
- \$8 million to rehabilitate a taxiway at Tampa International Airport; and
- \$4.5 million to improve a runway safety area at the Savannah/Hilton Head International Airport.

As of March 26, 2009, the FAA had announced tentative allocations of funding for projects totaling \$451 million. After tentative funding allocations are announced, airport sponsors are able to solicit bids for construction. Sponsors will then submit their grant applications to the FAA based on the bids received. After a grant application is approved, the funds will be obligated by the FAA.

On March 23, 2009, the FAA made its first Recovery Act grant award – a \$4.2 million airport grant to Omaha, Nebraska, for runway rehabilitation.

FAA FACILITIES & EQUIPMENT – \$200 MILLION

Recovery Act Implementation: The Recovery Act provides \$200 million for capital improvements to FAA facilities. The FAA plans to use Recovery Act funds to upgrade power systems (\$50 million), air route traffic control centers (\$50 million), air traffic control towers and terminal radar approach control facilities (\$80 million), and navigation and landing equipment (\$20 million).

Regarding upgrades to air route traffic control centers, the FAA anticipates that a contract award to an engineering firm for 18 modernization projects will be made in the near future.

ENVIRONMENTAL INFRASTRUCTURE
CLEAN WATER STATE REVOLVING FUND – \$4 BILLION

Recovery Act Implementation: The Recovery Act provides \$4 billion to construct, rehabilitate, and modernize the nation's wastewater infrastructure through the Clean Water State Revolving Fund (“Clean Water SRF”) program. On March 2, 2009, the Environmental Protection Agency (EPA) issued initial guidance on the requirements of the Recovery Act, and how EPA plans to use Recovery Act funds to make capitalization grants for the Clean Water SRF. EPA plans to issue additional guidance on the implementation of the Buy American provisions for wastewater infrastructure, including how to determine the country of origin for certain technological components (e.g., pump and filter components) that are comprised of parts manufactured in various countries.

On March 24, 2009, EPA posted Clean Water SRF allotments by state. These allotments are summarized in the attached tables, and are also available on EPA’s website at:

http://www.epa.gov/water/eparecovery/docs/Final_SRF_eco_recovery_allotments.pdf.

As of March 24, 2009, EPA had received full grant applications for the Clean Water SRF from Connecticut, Maine, Rhode Island, Kentucky, Oklahoma, Arizona, California, Hawaii, Nevada, Vermont, Michigan, New York, West Virginia, North Carolina and Puerto Rico, and a conditional application from Nebraska.

SUPERFUND – \$600 MILLION

Recovery Act Implementation: The Recovery Act provides \$600 million for the Superfund program, a comprehensive program to clean up the nation’s worst abandoned or uncontrolled hazardous waste sites. EPA is developing a plan for implementation and distribution of Recovery Act funds for the Superfund program, and a preliminary list of projects that will potentially receive Recovery Act funding.

BROWNFIELDS – \$100 MILLION

Recovery Act Implementation: The Recovery Act provides \$100 million to EPA’s Brownfields Discretionary Grant program for site assessments, remediation, and cleanup grants, and to capitalize state brownfield revolving loan programs. EPA is developing a plan for implementation and distribution of Recovery Act funds for this program.

WATERSHED REHABILITATION PROGRAM – \$50 MILLION

Recovery Act Implementation: The Recovery Act provides \$50 million for the Watershed Rehabilitation Program, which rehabilitates aging watershed structures to protect lives, property, and public infrastructure. More than 11,000 dams in 47 states are eligible for assistance under this program. Many of these dams are nearing the end of their 50-year design life. Priority for funding of projects is based on a priority ranking system that considers the condition of the dam and number of people at risk if the dam should fail.

According to the Natural Resources Conservation Service (NRCS), Agriculture Secretary Vilsack will soon announce \$45 million in grants to rehabilitate aging flood control structures nationwide. The remaining \$5 million is being retained to cover potential cost overruns and provide technical assistance. NRCS will direct the funding toward the most cost-effective projects with the greatest need. State and local sponsors will provide 35 percent of the funding for their projects.

As of March 27, 2009, NRCS had obligated \$18,186.

WATERSHED AND FLOOD PREVENTION OPERATIONS – \$290 MILLION

Recovery Act Implementation: The Recovery Act provides \$145 million for watershed operations, and \$145 million for floodplain easements.

Regarding funding for watershed operations, Secretary Vilsack announced that NRCS would soon release approximately \$80 million of the \$145 million provided by the Recovery Act for watershed projects to improve fish and wildlife habitat and create or restore wetlands. The remaining funds will be released in coming months.

Regarding funding for floodplain easements, on March 26, 2009, Secretary Vilsack announced an extension of the sign-up period to April 10 for floodplain easement assistance, to ensure that landowners impacted by the recent flooding in states like North Dakota and Minnesota have an opportunity to apply for this assistance.

As of March 27, 2009, NRCS had obligated \$32,079.

INTERNATIONAL BOUNDARY & WATER COMMISSION – \$220 MILLION

Recovery Act Implementation: The Recovery Act provides \$220 million for the International Boundary and Water Commission (IBWC) for immediate repair and rehabilitation requirements in the water quantity program. These funds will allow rehabilitation of approximately 170 miles of deficient levees, including Rio Grande levees as well as levees in the interior floodways in the Lower Rio Grande Flood Control Project.

On March 9, 2009, IBWC released a list of projects to be undertaken with the Recovery Act funds, including levee rehabilitation projects in the Upper and Lower Rio Grande Flood Control Projects in Dona Ana County in New Mexico, and El Paso, Hudspeth, and Hidalgo Counties in Texas. For the project list, see: http://www.ibwc.state.gov/Files/PressRelease_030909.pdf.

U.S. ARMY CORPS OF ENGINEERS – \$4.6 BILLION

Recovery Act Implementation: The Recovery Act provides \$4.6 billion for U.S. Army Corps of Engineers (“Corps”) water resources development projects, which include navigation, flood control, hurricane and storm damage reduction, shoreline protection, hydroelectric power, recreation, water supply, environmental infrastructure, environmental protection, restoration and enhancement, and fish and wildlife mitigation projects.

The Corps has identified many potential Civil Works projects that meet the criteria of the legislation for funding. Selected projects will be geographically distributed across the U.S. and across Corps programs to provide the nation with inland and coastal navigation, environmental, flood risk management, hydropower, and recreation improvements.

The Corps has submitted a proposed project list to the Office of Management and Budget for approval. Upon approval, the Corps will issue funds to the executing Divisions and Districts to initiate the selected contracting actions.

By May 1, 2009, the Corps will complete its agency-wide and program-specific Recovery Act plans.

FEDERAL BUILDINGS
GENERAL SERVICES ADMINISTRATION – \$5.55 BILLION

Recovery Act Implementation: The Recovery Act provides \$5.55 billion to the General Services Administration (GSA), including \$4.5 billion to convert Federal buildings to high-performance green buildings, \$750 million for repair, alteration, and construction of Federal buildings and U.S. courthouses (of which \$450 million is for a new headquarters for the Department of Homeland Security), and \$300 million for border stations and land ports of entry. GSA has established a national Program Management Office to oversee Recovery Act projects. The Office is expected to be fully staffed by mid-April.

On March 31, 2009, GSA released a plan detailing how it will spend the \$5.55 billion provided by the Recovery Act. GSA selected the best projects for accomplishing the goals of the Recovery Act based on two over-arching criteria:

- The ability of the project to put people back to work quickly; and
- Transforming Federal buildings into high-performance green buildings.

The plan comprises hundreds of projects in all 50 States, Washington, DC, and two U.S. Territories, including:

- Constructing 10 Federal buildings and courthouses in five states, Washington, DC, and Puerto Rico (\$733.7 million);
- Constructing five border stations and land ports of entry in five states on the U.S.-Mexico and U.S.-Canada borders (\$300 million);
- Modernizing 43 Federal buildings and courthouses in 20 states, Washington, DC, and Puerto Rico with major projects to convert facilities to high-performance green buildings (\$3.17 billion);
- Modernizing 194 Federal buildings and courthouses in 48 states, Washington, DC, Puerto Rico, and the Virgin Islands with limited-scope projects to convert facilities to high-performance green buildings (\$806.9 million); and
- Modernizing Federal buildings and courthouses with small projects to convert facilities to high-performance green buildings (\$298.6 million).

Each major modernization project will meet the energy efficiency and conservation requirements of the Energy Independence and Security Act of 2007 (P.L. 110-140).¹³ Each limited-scope modernization project will all include advanced meters for electricity and water. In addition, if the limited-scope project includes roof replacement, the roof will be replaced with integrated photovoltaic membrane (if flat and in the appropriate geography), maximum reasonable insulation for the climatic zone (R-50 in colder climates), or a green roof if an integrated photovoltaic roof is not warranted.

¹³ Energy Independence and Security Act of 2007, 42 U.S.C.A. § 17001 (2007).

Examples of projects to be funded include:

- Construction of the Department of Homeland Security headquarters at St. Elizabeths in Washington, DC (\$450 million);
- Construction of the Nogales West U.S. Land Port of Entry in Nogales, Arizona (\$199.5 million);
- Modernization of the Whipple Federal Building in Fort Snelling, Minnesota, to convert the building to a high-performance green building (\$115 million); and
- Modernization of the Edith Green-Wyndell Wyatt Federal Building in Portland, Oregon (\$133 million).

The spending plan, including the complete list of projects, is posted at:

[http://www.gsa.gov/graphics/pbs/American Recovery and Reinvestment Act 2009.pdf](http://www.gsa.gov/graphics/pbs/American_Recovery_and_Reinvestment_Act_2009.pdf).

SMITHSONIAN INSTITUTION – \$25 MILLION

Recovery Act Implementation: The Recovery Act provides \$25 million for the repair and revitalization of existing Smithsonian Institution facilities. The funds will be used as follows:

Arts and Industries Building - Washington, DC (\$4.6 million):

- Masonry repointing of failed joints to stop the ingress of water; and
- Hazardous material removal and selective demolition.

National Zoological Park (\$11.4 million):

- Fire protection projects at Rock Creek campus (Washington, DC) and Conservation Research Center (Front Royal, Virginia);
- Replace roofs at Rock Creek campus and Conservation Research Center;
- Replace deteriorated animal-holding facilities at Conservation Research Center; and
- Repair bridges at Rock Creek campus.

Other Smithsonian Projects (\$9 million):

- Install high-voltage electrical safety improvements at multiple locations on the National Mall (Washington, DC);
- Install sewage backflow preventers on potable water lines at multiple locations off the National Mall, including the largest project at the Museum Support Center (Suitland, Maryland);
- Install two emergency generators at the Smithsonian Environmental Research Center (Edgewater, Maryland);
- Refurbish or replace elevators and escalators at the National Air and Space Museum and National Museum of American History (Washington, DC); and
- Temporary/contract support - approximately four personnel.

Smithsonian project managers have finalized independent government estimates of project costs. The Office of Contracting has received the Recovery Act funds to start the acquisition process and pre-solicitation notices have been posted at: www.FedBizOpps.gov.

ECONOMIC DEVELOPMENT ADMINISTRATION – \$150 MILLION

Recovery Act Implementation: The Recovery Act provides \$150 million for Economic Development Administration (EDA) programs, of which not less than \$50 million must be allocated for economic adjustment assistance under Section 209 of the Public Works and Economic Development Act of 1965. EDA will allocate the remaining \$100 million to either the Public Works and Economic Development Facilities Program or the Economic Adjustment Assistance Program, depending on demonstrated needs. Federally authorized regional economic development commissions may assist eligible applicants in submitting applications to EDA, or may seek transfers directly from EDA.

On March 11, 2009, EDA published guidance explaining the requirements of the Recovery Act and EDA's planned process for distributing the funds provided by the Recovery Act. The guidance is posted at: <http://www.eda.gov/PDF/FY09%20ARRA%20FFO%20-%20FINAL.pdf>.

Priority consideration will be given to those areas that have experienced sudden and severe economic dislocation and job loss due to corporate restructuring. Funds will be disbursed through EDA's six Regional Offices in the form of grants to states, local government entities and eligible non-profits to create jobs and generate private sector investment by promoting comprehensive, entrepreneurial, and innovation-based economic development efforts.

FEDERAL EMERGENCY MANAGEMENT AGENCY – \$210 MILLION

Recovery Act Implementation: The Recovery Act provides \$210 million for Assistance to Firefighter (“AFG”) grants for firehouse construction. Grants will be awarded on a competitive basis. The maximum amount per grant is \$15 million.

FEMA will issue grant guidance by June or July 2009, receive and review grant applications during July or August 2009, and award grants September through December 2009.

MARITIME TRANSPORTATION
COAST GUARD ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS – \$98 MILLION

Recovery Act Implementation: The Recovery Act provides \$98 million for the Coast Guard's Acquisition, Construction, and Improvements program to fund ready-to-go Coast Guard shore facility repair projects, aids-to-navigation facility repair projects, and repair of vessels.

Planning documentation and outlay projections have been completed on seven of eight shore infrastructure projects. Analysis, planning, and preliminary engineering design documentation have been completed on vessel repair/acquisition projects, including the High Endurance Cutter and National Security Cutter.

COAST GUARD BRIDGE ALTERATIONS – \$142 MILLION

Recovery Act Implementation: The Recovery Act provides \$142 million for the Coast Guard's Alteration of Bridges program, which provides funding to remove or alter bridges that are a safety hazard to navigation and an unreasonable obstruction to navigation.

Bid documents have been completed for two alteration of bridge projects:

- Mobile Bridge project over the Mobile River in Hurricane, Alabama; and
- Elgin, Joliet, and Eastern Railway Co. Bridge project over the Illinois Waterway in Divine, Illinois.

MARITIME ADMINISTRATION – SMALL SHIPYARD GRANTS – \$100 MILLION

Recovery Act Implementation: The Recovery Act provides \$100 million for the Small Shipyards Grant Program. This program generally provides 75 percent Federal funds with 25 percent matching funds from the shipyard for capital improvements and related infrastructure improvements which will foster efficiency, competitive operations, and quality ship construction and repair. Grant funds may also be used for maritime training programs to foster technical skills and operational productivity.

Of the \$100 million, \$75 million is reserved for shipyards with 600 employees or fewer, and up to \$25 million may be awarded to shipyards with up to 1,200 employees.

Grant applications must be filed by April 20, 2009, and awards will be made by the Maritime Administration by August 17, 2009. As of March 27, 2009, the Maritime Administration had received five grant applications, ranging from \$1 million to \$18 million.

For more information, see:

http://www.marad.dot.gov/ships_shipping_landing_page/small_shipyard_grants/small_shipyard_grants.htm?printable=true.

Additional T&I Committee Infrastructure Investment
Formula Funding provided under P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

State	Highways and Bridges	Transit Capital	Fixed-Guideway Modernization	Clean Water SRF	T&I Comm. Infrastructure Investment Total
Alabama	\$513,692,083	\$46,459,047	N/A	\$43,821,558	\$603,972,688
Alaska	\$175,461,487	\$41,632,703	N/A	\$23,454,981	\$240,549,171
Arizona	\$521,958,401	\$99,921,878	\$640,070	\$26,469,630	\$648,989,979
Arkansas	\$351,544,468	\$28,409,450	N/A	\$25,636,545	\$405,590,463
California	\$2,569,568,320	\$1,002,276,804	\$66,171,889	\$280,285,335	\$3,918,302,348
Colorado	\$403,924,130	\$102,715,664	\$753,399	\$31,348,152	\$538,741,345
Connecticut	\$302,053,956	\$105,495,951	\$32,030,396	\$48,010,347	\$487,590,650
Delaware	\$121,828,650	\$17,643,474	N/A	\$19,239,066	\$158,711,190
District of Columbia	\$123,507,842	\$111,026,519	\$13,888,380	\$19,239,066	\$267,661,807
Florida	\$1,346,735,003	\$310,785,947	\$5,410,766	\$132,286,374	\$1,795,218,090
Georgia	\$931,585,680	\$136,180,672	\$7,380,854	\$66,261,294	\$1,141,408,500
Hawaii	\$125,746,380	\$43,582,582	\$254,793	\$30,352,311	\$199,936,066
Idaho	\$181,934,631	\$18,398,968	N/A	\$19,239,066	\$219,572,665
Illinois	\$935,592,704	\$371,448,884	\$96,088,797	\$177,243,066	\$1,580,373,451
Indiana	\$657,967,707	\$78,427,240	\$5,858,540	\$94,447,485	\$836,700,972
Iowa	\$358,162,431	\$36,483,617	N/A	\$53,040,042	\$447,686,090
Kansas	\$347,817,167	\$30,727,408	N/A	\$35,374,185	\$413,918,760
Kentucky	\$421,094,991	\$50,295,172	N/A	\$49,878,081	\$521,268,244
Louisiana	\$429,859,427	\$63,308,870	\$2,425,343	\$43,081,434	\$538,675,074
Maine	\$130,752,032	\$13,266,106	N/A	\$30,336,768	\$174,354,906
Maryland	\$431,034,777	\$163,996,393	\$15,265,694	\$94,784,580	\$705,081,444
Massachusetts	\$437,865,255	\$267,355,159	\$52,362,925	\$133,057,188	\$890,640,527
Michigan	\$847,204,834	\$134,823,341	\$133,125	\$168,508,989	\$1,150,670,289
Minnesota	\$502,284,177	\$92,241,542	\$1,851,573	\$72,031,014	\$668,408,306
Mississippi	\$354,564,343	\$25,466,306	N/A	\$35,308,350	\$415,338,999
Missouri	\$637,121,984	\$83,844,094	\$1,289,449	\$108,641,808	\$830,897,335
Montana	\$211,793,391	\$15,611,710	N/A	\$19,239,066	\$246,644,167
Nebraska	\$235,589,279	\$23,309,592	N/A	\$20,045,025	\$278,943,896
Nevada	\$201,352,460	\$49,463,771	N/A	\$19,239,066	\$270,055,297
New Hampshire	\$129,440,556	\$13,164,584	N/A	\$39,163,905	\$181,769,045
New Jersey	\$651,774,480	\$447,395,727	\$76,835,714	\$160,146,855	\$1,336,152,776
New Mexico	\$252,644,377	\$27,749,995	N/A	\$19,239,066	\$299,633,438
New York	\$1,120,684,723	\$967,435,186	\$254,817,805	\$432,563,967	\$2,775,501,681
North Carolina	\$735,526,684	\$103,304,242	N/A	\$70,729,065	\$909,559,991
North Dakota	\$170,126,497	\$10,997,090	N/A	\$19,239,066	\$200,362,653
Ohio	\$935,677,030	\$167,035,629	\$12,772,779	\$220,623,381	\$1,336,108,819
Oklahoma	\$464,655,225	\$39,163,565	N/A	\$31,662,081	\$535,480,871
Oregon	\$333,902,389	\$74,591,211	\$1,125,728	\$44,271,018	\$453,890,346
Pennsylvania	\$1,026,429,012	\$263,399,365	\$80,303,844	\$155,237,544	\$1,525,369,765
Rhode Island	\$137,095,725	\$29,488,347	\$63,943	\$26,314,596	\$192,962,611
South Carolina	\$463,081,483	\$41,154,218	N/A	\$40,148,163	\$544,383,864
South Dakota	\$183,027,359	\$11,289,101	N/A	\$19,239,066	\$213,555,526
Tennessee	\$572,701,043	\$71,988,324	\$28,040	\$56,930,445	\$701,647,852
Texas	\$2,250,015,146	\$371,915,095	\$2,609,607	\$179,122,284	\$2,803,662,132
Utah	\$213,545,653	\$58,084,648	N/A	\$20,650,014	\$292,280,315
Vermont	\$125,791,291	\$5,680,572	N/A	\$19,239,066	\$150,710,929
Virginia	\$694,460,823	\$111,896,119	\$4,209,386	\$80,203,266	\$890,769,594
Washington	\$492,242,337	\$172,347,328	\$6,699,276	\$68,152,095	\$739,441,036
West Virginia	\$210,852,204	\$18,366,136	\$309,339	\$61,092,108	\$290,619,787
Wisconsin	\$529,111,915	\$81,397,594	\$243,232	\$105,948,315	\$716,701,056
Wyoming	\$157,616,058	\$9,300,398	N/A	\$19,239,066	\$186,155,522
American Samoa	*	\$341,099	N/A	\$3,454,000	\$3,795,099
Guam	*	\$921,976	N/A	\$2,471,500	\$3,393,476
Northern Marianas	*	\$1,114,292	N/A	\$1,551,700	\$2,665,992
Puerto Rico	\$105,000,000	\$68,295,183	\$675,314	\$51,114,195	\$225,084,692
Virgin Islands	*	\$1,284,112	N/A	\$1,962,700	\$3,246,812
Total	\$26,810,000,000	\$6,733,700,000	\$742,500,000	\$3,869,608,399	\$38,155,808,399

*The Territorial Highway Program receives \$45,000,000 under P.L. 111-5.

This table was prepared by the Committee on Transportation and Infrastructure Majority staff based on official publications by the U.S. Department of Transportation and the U.S. Environmental Protection Agency.

**Additional T&I Committee Infrastructure Investment
Formula Funding provided under P.L. 111-5,
the American Recovery and Reinvestment Act of 2009**

Highways and Bridges

State	Total Investment
Alabama	\$513,692,083
Alaska	\$175,461,487
Arizona	\$521,958,401
Arkansas	\$351,544,468
California	\$2,569,568,320
Colorado	\$403,924,130
Connecticut	\$302,053,956
Delaware	\$121,828,650
District of Columbia	\$123,507,842
Florida	\$1,346,735,003
Georgia	\$931,585,680
Hawaii	\$125,746,380
Idaho	\$181,934,631
Illinois	\$935,592,704
Indiana	\$657,967,707
Iowa	\$358,162,431
Kansas	\$347,817,167
Kentucky	\$421,094,991
Louisiana	\$429,859,427
Maine	\$130,752,032
Maryland	\$431,034,777
Massachusetts	\$437,865,255
Michigan	\$847,204,834
Minnesota	\$502,284,177
Mississippi	\$354,564,343
Missouri	\$637,121,984
Montana	\$211,793,391
Nebraska	\$235,589,279
Nevada	\$201,352,460
New Hampshire	\$129,440,556
New Jersey	\$651,774,480
New Mexico	\$252,644,377
New York	\$1,120,684,723
North Carolina	\$735,526,684
North Dakota	\$170,126,497
Ohio	\$935,677,030
Oklahoma	\$464,655,225
Oregon	\$333,902,389
Pennsylvania	\$1,026,429,012
Rhode Island	\$137,095,725
South Carolina	\$463,081,483
South Dakota	\$183,027,359
Tennessee	\$572,701,043
Texas	\$2,250,015,146
Utah	\$213,545,653
Vermont	\$125,791,291
Virginia	\$694,460,823
Washington	\$492,242,337
West Virginia	\$210,852,204
Wisconsin	\$529,111,915
Wyoming	\$157,616,058
American Samoa	*
Guam	*
Northern Marianas	*
Puerto Rico	\$105,000,000
Virgin Islands	*
Total	\$26,810,000,000

*The Territorial Highway Program receives \$45,000,000 under P.L. 111-5.

This table was prepared by the Committee on Transportation and Infrastructure Majority staff based on the Federal Highway Administration Notice entitled,

"Apportionment of Highway Infrastructure Investment Funds Pursuant to the American Recovery and Reinvestment Act of 2009, Public Law Number 111-5". (N 4510.705)

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Highway Infrastructure Funds to Large Urbanized Areas
with Populations Greater than 200,000

Large Urbanized Area	Total Investment
Alabama	
Birmingham	\$22,996,589
Columbus (<i>see also GA</i>)	\$1,696,463
Huntsville	\$7,389,965
Mobile	\$11,006,128
Pensacola (<i>see also FL</i>)	\$66,119
Large Urbanized Area Total	\$43,155,264
Alaska	
Anchorage	\$18,953,911
Large Urbanized Area Total	\$18,953,911
Arizona	
Phoenix--Mesa	\$88,723,493
Tucson	\$21,987,460
Large Urbanized Area Total	\$110,710,953
Arkansas	
Little Rock	\$14,214,749
Memphis (<i>see also TN, MS</i>)	\$1,497,529
Large Urbanized Area Total	\$15,712,278
California	
Antioch	\$4,952,061
Bakersfield	\$9,015,241
Concord	\$12,576,936
Fresno	\$12,629,258
Indio--Cathedral City--Palm Springs	\$5,800,160
Lancaster--Palmdale	\$5,997,613
Los Angeles--Long Beach--Santa Ana	\$268,311,943
Mission Viejo	\$12,130,663
Modesto	\$7,076,666
Oxnard	\$7,683,091
Riverside--San Bernardino	\$34,292,987
Sacramento	\$31,714,031
San Diego	\$60,866,357
San Francisco--Oakland	\$73,478,454
San Jose	\$35,009,791
Santa Rosa	\$6,495,480
Stockton	\$7,132,356
Temecula--Murrieta	\$5,230,148
Thousand Oaks	\$4,801,832
Victorville--Hesperia--Apple Valley	\$4,561,638
Large Urbanized Area Total	\$609,756,706
Colorado	
Colorado Springs	\$13,131,818
Denver-Aurora	\$55,919,268
Fort Collins	\$5,824,860
Large Urbanized Area Total	\$74,875,946
Connecticut	
Bridgeport--Stamford (<i>see also NY</i>)	\$22,515,225
Hartford	\$22,657,872
New Haven	\$14,137,345
New York--Newark (<i>see also NY, NJ</i>)	\$6,758
Springfield (<i>see also MA</i>)	\$2,555,964
Worcester (<i>see also MA</i>)	\$299,370
Large Urbanized Area Total	\$62,172,534
Delaware	
Philadelphia (<i>see also PA, NJ, MD</i>)	\$21,667,403
Large Urbanized Area Total	\$21,667,403
District of Columbia	
Washington (<i>see also MD, VA</i>)	\$37,052,353
Large Urbanized Area Total	\$37,052,353

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Highway Infrastructure Funds to Large Urbanized Areas
with Populations Greater than 200,000

Large Urbanized Area	Total Investment
Florida	
Bonita Springs--Naples	\$5,593,031
Cape Coral	\$8,335,968
Daytona Beach--Port Orange	\$6,455,100
Jacksonville	\$22,303,644
Miami	\$124,348,916
Orlando	\$29,258,841
Palm Bay--Melbourne	\$9,942,001
Pensacola (<i>see also AL</i>)	\$8,136,718
Port St. Lucie	\$6,844,929
Sarasota--Bradenton	\$14,136,819
Tallahassee	\$5,163,514
Tampa--St. Petersburg	\$52,134,121
Large Urbanized Area Total	\$292,653,602
Georgia	
Atlanta	\$119,480,348
Augusta-Richmond County (<i>see also SC</i>)	\$8,536,373
Chattanooga (<i>see also TN</i>)	\$2,244,285
Columbus (<i>see also AL</i>)	\$6,601,386
Savannah	\$7,131,118
Large Urbanized Area Total	\$143,993,510
Hawaii	
Honolulu	\$22,362,203
Large Urbanized Area Total	\$22,362,203
Idaho	
Boise City	\$11,499,629
Spokane (<i>see also WY</i>)	\$2,404
Large Urbanized Area Total	\$11,502,033
Illinois	
Chicago (<i>see also IN</i>)	\$175,253,359
Davenport (<i>see also IA</i>)	\$3,140,381
Peoria	\$5,586,123
Rockford	\$6,111,395
Round Lake Beach--McHenry--Grayslake (<i>see also WI</i>)	\$4,679,631
St. Louis (<i>see also MO</i>)	\$8,077,088
Large Urbanized Area Total	\$202,847,977
Indiana	
Chicago (<i>see also IL</i>)	\$17,964,332
Cincinnati (<i>see also OH, KY</i>)	\$147,544
Evansville (<i>see also KY</i>)	\$6,018,496
Fort Wayne	\$9,341,498
Indianapolis	\$39,569,672
Louisville (<i>see also KY</i>)	\$3,991,219
South Bend (<i>see also MI</i>)	\$7,865,669
Large Urbanized Area Total	\$84,898,430
Iowa	
Davenport (<i>see also IL</i>)	\$4,834,731
Des Moines	\$13,604,198
Omaha (<i>see also NE</i>)	\$2,347,087
Large Urbanized Area Total	\$20,786,016
Kansas	
Kansas City (<i>see also MO</i>)	\$21,830,323
Wichita	\$16,390,703
Large Urbanized Area Total	\$38,221,026
Kentucky	
Cincinnati (<i>see also OH, IN</i>)	\$8,761,860
Evansville (<i>see also IN</i>)	\$831,184
Lexington-Fayette	\$7,845,004
Louisville (<i>see also IN</i>)	\$23,149,098
Large Urbanized Area Total	\$40,587,146

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Highway Infrastructure Funds to Large Urbanized Areas
with Populations Greater than 200,000

Large Urbanized Area	Total Investment
Louisiana	
Baton Rouge	\$13,822,686
New Orleans	\$29,124,109
Shreveport	\$7,941,611
Large Urbanized Area Total	\$50,888,406
Maryland	
Baltimore	\$50,692,900
Philadelphia (<i>see also PA, NJ, DE</i>)	\$540,339
Washington (<i>see also DC, VA</i>)	\$38,394,887
Large Urbanized Area Total	\$89,628,126
Massachusetts	
Barnstable Town	\$5,041,346
Boston (<i>see also NH, RI</i>)	\$81,418,397
Providence (<i>see also RI</i>)	\$5,121,580
Springfield (<i>see also CT</i>)	\$9,880,286
Worcester (<i>see also CT</i>)	\$8,661,262
Large Urbanized Area Total	\$110,122,871
Michigan	
Ann Arbor	\$7,260,438
Detroit	\$99,823,268
Flint	\$9,336,806
Grand Rapids	\$13,786,198
Lansing	\$7,672,888
South Bend (<i>see also IN</i>)	\$874,641
Toledo (<i>see also OH</i>)	\$704,603
Large Urbanized Area Total	\$139,458,842
Minnesota	
Minneapolis—St. Paul	\$73,163,386
Large Urbanized Area Total	\$73,163,386
Mississippi	
Gulfport—Biloxi	\$7,693,687
Jackson	\$10,942,473
Memphis (<i>see also TN, AR</i>)	\$2,463,503
Large Urbanized Area Total	\$21,099,663
Missouri	
Kansas City (<i>see also KS</i>)	\$27,304,447
Springfield	\$7,344,697
St. Louis (<i>see also IL</i>)	\$58,765,745
Large Urbanized Area Total	\$93,414,889
Nebraska	
Lincoln	\$9,358,051
Omaha (<i>see also IA</i>)	\$23,240,085
Large Urbanized Area Total	\$32,598,136
Nevada	
Las Vegas	\$39,731,978
Reno	\$9,180,280
Large Urbanized Area Total	\$48,912,258
New Hampshire	
Boston (<i>see also MA, RI</i>)	\$3,020,195
Large Urbanized Area Total	\$3,020,195

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Highway Infrastructure Funds to Large Urbanized Areas
with Populations Greater than 200,000

Large Urbanized Area	Total Investment
New Jersey	
Allentown--Bethlehem (<i>see also PA</i>)	\$682,081
Atlantic City	\$5,279,200
New York--Newark (<i>see also NY, CT</i>)	\$137,772,415
Philadelphia (<i>see also PA, DE, MD</i>)	\$25,300,842
Trenton	\$6,238,742
Large Urbanized Area Total	\$175,273,280
New Mexico	
Albuquerque	\$24,924,537
El Paso (<i>see also TX</i>)	\$1,097,329
Large Urbanized Area Total	\$26,021,866
New York	
Albany	\$9,902,850
Bridgeport--Stamford (<i>see also CT</i>)	\$756,798
Buffalo	\$17,304,223
New York--Newark (<i>see also NJ, CT</i>)	\$210,315,412
Poughkeepsie-Newburgh	\$6,236,056
Rochester	\$12,302,597
Syracuse	\$7,126,955
Large Urbanized Area Total	\$263,944,891
North Carolina	
Asheville	\$6,073,959
Charlotte (<i>see also SC</i>)	\$20,142,669
Durham	\$7,889,430
Fayetteville	\$7,576,151
Greensboro	\$7,343,577
Raleigh	\$14,845,027
Winston-Salem	\$8,204,518
Large Urbanized Area Total	\$72,075,331
Ohio	
Akron	\$14,098,401
Canton	\$6,591,485
Cincinnati (<i>see also KY, IN</i>)	\$30,124,316
Cleveland	\$44,174,331
Columbus	\$28,017,870
Dayton	\$17,392,450
Toledo (<i>see also MI</i>)	\$11,755,512
Youngstown (<i>see also PA</i>)	\$9,334,790
Large Urbanized Area Total	\$161,489,155
Oklahoma	
Oklahoma City	\$33,670,253
Tulsa	\$22,554,897
Large Urbanized Area Total	\$56,225,150
Oregon	
Eugene	\$6,559,641
Portland (<i>see also WA</i>)	\$38,022,870
Salem	\$6,067,190
Large Urbanized Area Total	\$50,649,701
Pennsylvania	
Allentown--Bethlehem (<i>see also NJ</i>)	\$13,716,595
Harrisburg	\$9,096,206
Lancaster	\$8,112,623
Philadelphia (<i>see also NJ, DE, MD</i>)	\$89,603,248
Pittsburgh	\$43,957,212
Reading	\$6,024,254
Scranton	\$9,659,230
Youngstown (<i>see also OH</i>)	\$1,000,131
Large Urbanized Area Total	\$181,169,499

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Highway Infrastructure Funds to Large Urbanized Areas
with Populations Greater than 200,000

Large Urbanized Area	Total Investment
Rhode Island	
Boston (<i>see also MA, NH</i>)	\$43,784
Providence (<i>see also MA</i>)	\$36,369,125
Large Urbanized Area Total	\$36,412,909
South Carolina	
Augusta-Richmond County (<i>see also GA</i>)	\$2,963,424
Charleston--North Charleston	\$14,661,471
Charlotte (<i>see also NC</i>)	\$836,210
Columbia	\$14,561,988
Greenville	\$10,464,110
Large Urbanized Area Total	\$43,487,203
Tennessee	
Chattanooga (<i>see also GA</i>)	\$8,388,329
Knoxville	\$12,678,421
Memphis (<i>see also MS, AR</i>)	\$26,220,169
Nashville-Davidson	\$22,647,241
Large Urbanized Area Total	\$69,934,160
Texas	
Austin	\$29,196,497
Corpus Christi	\$9,514,791
Dallas-Fort Worth--Arlington	\$134,201,171
Denton-Lewisville	\$9,705,718
El Paso (<i>see also NM</i>)	\$20,991,780
Houston	\$123,740,323
Lubbock	\$6,546,325
McAllen	\$16,934,953
San Antonio	\$42,974,905
Large Urbanized Area Total	\$393,806,463
Utah	
Ogden--Layton	\$11,989,389
Provo--Orem	\$8,711,774
Salt Lake City	\$25,464,325
Large Urbanized Area Total	\$46,165,488
Virginia	
Richmond	\$24,100,374
Virginia Beach	\$41,041,797
Washington (<i>see also DC, MD</i>)	\$52,661,387
Large Urbanized Area Total	\$117,803,558
Washington	
Portland (<i>see also OR</i>)	\$7,126,452
Seattle	\$67,952,226
Spokane (<i>see also ID</i>)	\$8,388,183
Large Urbanized Area Total	\$83,466,861
Wisconsin	
Madison	\$9,752,260
Milwaukee	\$38,736,210
Round Lake Beach--McHenry--Grayslake (<i>see also IL</i>)	\$585,550
Large Urbanized Area Total	\$49,074,020
Large Urbanized Area Grand Total	\$4,341,215,598

**Additional T&I Committee Infrastructure Investment
Formula Funding provided under P.L. 111-5,
the American Recovery and Reinvestment Act of 2009**

Transit Capital Grants

State	Urban Formula	Rural Formula	Total Investment
Alabama	\$26,609,271	\$19,849,776	\$46,459,047
Alaska	\$32,548,813	\$9,083,890	\$41,632,703
Arizona	\$85,739,224	\$14,182,654	\$99,921,878
Arkansas	\$13,270,300	\$15,139,150	\$28,409,450
California	\$968,313,638	\$33,963,166	\$1,002,276,804
Colorado	\$90,223,469	\$12,492,195	\$102,715,664
Connecticut	\$101,456,371	\$4,039,580	\$105,495,951
Delaware	\$15,756,724	\$1,886,750	\$17,643,474
District of Columbia	\$111,026,519	\$0	\$111,026,519
Florida	\$290,452,913	\$20,333,034	\$310,785,947
Georgia	\$110,530,997	\$25,649,675	\$136,180,672
Hawaii	\$40,649,147	\$2,933,435	\$43,582,582
Idaho	\$9,656,459	\$8,742,509	\$18,398,968
Illinois	\$350,264,769	\$21,184,115	\$371,448,884
Indiana	\$58,111,106	\$20,316,134	\$78,427,240
Iowa	\$21,327,211	\$15,156,406	\$36,483,617
Kansas	\$16,670,714	\$14,056,694	\$30,727,408
Kentucky	\$31,094,153	\$19,201,019	\$50,295,172
Louisiana	\$48,035,163	\$15,273,707	\$63,308,870
Maine	\$5,156,663	\$8,109,443	\$13,266,106
Maryland	\$156,571,149	\$7,425,244	\$163,996,393
Massachusetts	\$262,135,813	\$5,219,346	\$267,355,159
Michigan	\$109,036,212	\$25,787,129	\$134,823,341
Minnesota	\$73,211,954	\$19,029,588	\$92,241,542
Mississippi	\$8,213,740	\$17,252,566	\$25,466,306
Missouri	\$63,145,813	\$20,698,281	\$83,844,094
Montana	\$4,332,320	\$11,279,390	\$15,611,710
Nebraska	\$13,498,538	\$9,811,054	\$23,309,592
Nevada	\$42,113,524	\$7,350,247	\$49,463,771
New Hampshire	\$7,947,286	\$5,217,298	\$13,164,584
New Jersey	\$442,557,259	\$4,838,468	\$447,395,727
New Mexico	\$15,494,393	\$12,255,602	\$27,749,995
New York	\$941,184,946	\$26,250,240	\$967,435,186
North Carolina	\$70,248,738	\$33,055,504	\$103,304,242
North Dakota	\$5,040,827	\$5,956,263	\$10,997,090
Ohio	\$137,198,395	\$29,837,234	\$167,035,629
Oklahoma	\$22,240,250	\$16,923,315	\$39,163,565
Oregon	\$59,964,053	\$14,627,158	\$74,591,211
Pennsylvania	\$233,190,181	\$30,209,184	\$263,399,365
Rhode Island	\$28,623,375	\$864,972	\$29,488,347
South Carolina	\$24,536,491	\$16,617,727	\$41,154,218
South Dakota	\$3,916,276	\$7,372,825	\$11,289,101
Tennessee	\$50,819,566	\$21,168,758	\$71,988,324
Texas	\$321,327,693	\$50,587,402	\$371,915,095
Utah	\$50,831,205	\$7,253,443	\$58,084,648
Vermont	\$1,753,649	\$3,926,923	\$5,680,572
Virginia	\$93,340,956	\$18,555,163	\$111,896,119
Washington	\$158,049,855	\$14,297,473	\$172,347,328
West Virginia	\$8,314,897	\$10,051,239	\$18,366,136
Wisconsin	\$61,267,499	\$20,130,095	\$81,397,594
Wyoming	\$2,321,064	\$6,979,334	\$9,300,398
American Samoa	\$0	\$341,099	\$341,099
Guam	\$0	\$921,976	\$921,976
Northern Marianas	\$1,061,782	\$52,510	\$1,114,292
Puerto Rico	\$66,184,604	\$2,110,579	\$68,295,183
Virgin Islands	\$1,284,112	\$0	\$1,284,112
Total	\$5,967,852,039	\$765,847,961	\$6,733,700,000

This table was prepared by the Committee on Transportation and Infrastructure Majority staff based on the Federal Register Notice published by the Federal Transit Administration entitled, "American Recovery and Reinvestment Act of 2009 Public Transportation Apportionments, Allocations and Grant Program Information". (FR Doc. E9-4745 Filed 3-4-09)

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Transit Capital Grants to Large Urbanized Areas with
Populations Greater than 200,000

Large Urbanized Area	Total Investment
Alabama	
Birmingham	\$8,694,931
Columbus (<i>see also GA</i>)	\$259,163
Huntsville	\$2,439,917
Mobile	\$4,090,571
Pensacola (<i>see also FL</i>)	\$12,000
Large Urbanized Area Total	\$15,496,582

Alaska	
Anchorage	\$31,785,578
Large Urbanized Area Total	\$31,785,578

Arizona	
Phoenix-Mesa	\$64,421,217
Tucson	\$16,022,390
Large Urbanized Area Total	\$80,443,607

Arkansas	
Little Rock, AR	\$5,434,699
Memphis (<i>see also TN, MS</i>)	\$324,366
Large Urbanized Area Total	\$5,759,065

California	
Antioch	\$8,607,799
Bakersfield	\$8,129,407
Concord	\$28,209,809
Fresno	\$12,062,685
Indio-Cathedral City-Palm Springs	\$4,714,391
Lancaster-Palmdale	\$9,766,721
Los Angeles-Long Beach-Santa Ana	\$388,488,754
Mission Viejo	\$13,384,248
Modesto	\$5,586,606
Oxnard	\$10,172,272
Riverside-San Bernardino	\$36,415,543
Sacramento	\$30,108,880
San Diego	\$80,799,384
San Francisco-Oakland	\$173,683,507
San Jose	\$55,184,394
Santa Rosa	\$6,244,177
Stockton	\$10,037,182
Temecula-Murrieta	\$4,066,829
Thousand Oaks	\$3,951,073
Victorville-Hesperia-Apple Valley	\$3,413,070
Large Urbanized Area Total	\$893,026,731

Colorado	
Colorado Springs	\$8,788,893
Denver-Aurora	\$66,616,795
Fort Collins	\$3,403,060
Large Urbanized Area Total	\$78,808,748

Connecticut	
Bridgeport-Stamford (<i>see also NY</i>)	\$22,429,040
Hartford	\$29,265,468
New Haven	\$26,273,909
New York-Newark (<i>see also NY, NJ</i>)	\$1,080,809
Springfield (<i>see also MA</i>)	\$2,204,595
Worcester (<i>see also MA</i>)	\$201,736
Large Urbanized Area Total	\$81,455,557

Delaware	
Philadelphia (<i>see also PA, NJ, MD</i>)	\$14,055,296
Large Urbanized Area Total	\$14,055,296

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Transit Capital Grants to Large Urbanized Areas with
Populations Greater than 200,000

Large Urbanized Area	Total Investment
District of Columbia	
Washington (<i>see also VA, MD</i>)	\$111,026,519
Large Urbanized Area Total	\$111,026,519
Florida	
Bonita Springs--Naples	\$3,367,342
Cape Coral	\$5,802,600
Daytona Beach--Port Orange	\$5,958,540
Jacksonville	\$19,359,908
Miami	\$139,733,611
Orlando	\$26,360,654
Palm Bay--Melbourne	\$6,009,370
Pensacola (<i>see also AL</i>)	\$4,019,579
Port St. Lucie	\$3,156,747
Sarasota--Bradenton	\$9,237,386
Tallahassee	\$3,453,321
Tampa--St. Petersburg	\$33,366,348
Large Urbanized Area Total	\$259,825,406
Georgia	
Atlanta	\$87,666,704
Augusta-Richmond County (<i>see also SC</i>)	\$2,897,247
Chattanooga (<i>see also TN</i>)	\$443,355
Columbus (<i>see also AL</i>)	\$2,709,319
Savannah	\$4,490,394
Large Urbanized Area Total	\$98,207,019
Hawaii	
Honolulu	\$37,739,811
Large Urbanized Area Total	\$37,739,811
Idaho	
Boise City	\$3,616,444
Spokane (<i>see also WA</i>)	\$672
Large Urbanized Area Total	\$3,617,116
Illinois	
Chicago (<i>see also IN</i>)	\$312,837,163
Davenport (<i>see also IA</i>)	\$2,979,604
Peoria	\$4,203,803
Rockford	\$3,693,756
Round Lake Beach--McHenry--Grayslake (<i>see also WI</i>)	\$5,468,179
St. Louis (<i>see also MO</i>)	\$6,466,839
Large Urbanized Area Total	\$335,649,344
Indiana	
Chicago (<i>see also IN</i>)	\$14,768,260
Cincinnati (<i>see also OH, KY, IN</i>)	\$29,661
Evansville (<i>see also KY</i>)	\$2,748,082
Fort Wayne	\$4,095,327
Indianapolis	\$16,050,078
Louisville (<i>see also KY</i>)	\$1,133,946
South Bend (<i>see also MI</i>)	\$5,253,949
Large Urbanized Area Total	\$44,079,303
Iowa	
Davenport (<i>see also IL</i>)	\$2,268,504
Des Moines	\$7,888,026
Omaha (<i>see also NE</i>)	\$481,019
Large Urbanized Area Total	\$10,637,549
Kansas	
Kansas City (<i>see also MO</i>)	\$5,524,249
Wichita	\$6,629,186
Large Urbanized Area Total	\$12,153,435

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Transit Capital Grants to Large Urbanized Areas with
Populations Greater than 200,000

Large Urbanized Area	Total Investment
Kentucky	
Cincinnati (<i>see also OH, IN</i>)	\$4,507,931
Evansville (<i>see also IN</i>)	\$197,911
Lexington-Fayette	\$5,488,895
Louisville (<i>see also IN</i>)	\$16,520,931
Large Urbanized Area Total	\$26,715,668
Louisiana	
Baton Rouge	\$6,630,292
New Orleans	\$24,694,244
Shreveport	\$4,716,500
Large Urbanized Area Total	\$36,041,036
Maryland	
Baltimore	\$78,672,010
Philadelphia (<i>see also PA, NJ, DE</i>)	\$359,764
Washington (<i>see also DC, VA</i>)	\$61,456,562
Large Urbanized Area Total	\$140,488,336
Massachusetts	
Barnstable Town	\$7,563,363
Boston (<i>see also NH, RI</i>)	\$199,214,384
Providence (<i>see also RI</i>)	\$18,261,603
Springfield (<i>see also CT</i>)	\$15,662,936
Worcester (<i>see also CT</i>)	\$12,223,048
Large Urbanized Area Total	\$252,925,334
Michigan	
Ann Arbor	\$6,450,056
Detroit	\$57,769,261
Flint	\$7,985,140
Grand Rapids	\$10,603,305
Lansing	\$7,133,486
South Bend (<i>see also IN</i>)	\$392,537
Toledo (<i>see also OH</i>)	\$231,491
Large Urbanized Area Total	\$90,565,276
Minnesota	
Minneapolis-St. Paul	\$67,184,150
Large Urbanized Area Total	\$67,184,150
Mississippi	
Gulfport-Biloxi	\$2,422,428
Jackson	\$3,461,148
Memphis (<i>see also TN, AR</i>)	\$460,756
Large Urbanized Area Total	\$6,344,332
Missouri	
Kansas City (<i>see also KS</i>)	\$14,839,175
Springfield	\$2,878,526
St. Louis (<i>see also IL</i>)	\$39,325,183
Large Urbanized Area Total	\$57,042,884
Nebraska	
Lincoln	\$3,798,058
Omaha (<i>see also LA</i>)	\$9,398,462
Large Urbanized Area Total	\$13,196,520
Nevada	
Las Vegas	\$33,661,651
Reno	\$7,359,598
Large Urbanized Area Total	\$41,021,249
New Hampshire	
Boston (<i>see also MA, RI</i>)	\$571,614
Large Urbanized Area Total	\$571,614

P.L. 111-5,
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Distribution of Transit Capital Grants to Large Urbanized Areas with
Populations Greater than 200,000

Large Urbanized Area	Total Investment
New Jersey	
Allentown--Bethlehem (<i>see also PA</i>)	\$638,576
Atlantic City	\$14,404,210
New York--Newark (<i>see also NY, CT</i>)	\$360,511,280
Philadelphia (<i>see also PA, DE, MD</i>)	\$45,230,080
Trenton	\$15,484,545
Large Urbanized Area Total	\$436,268,691

New Mexico	
Albuquerque	\$11,388,245
El Paso (<i>see also TX</i>)	\$231,543
Large Urbanized Area Total	\$11,619,788

New York	
Albany	\$14,685,875
Bridgeport--Stamford (<i>see also CT</i>)	\$12,855,507
Buffalo	\$24,430,788
New York--Newark (<i>see also NJ, CT</i>)	\$820,110,558
Poughkeepsie--Newburgh	\$23,421,242
Rochester	\$15,796,418
Syracuse	\$10,310,927
Large Urbanized Area Total	\$921,611,315

North Carolina	
Asheville	\$2,590,439
Charlotte (<i>see also SC</i>)	\$20,507,768
Durham	\$8,377,719
Fayetteville	\$3,129,010
Greensboro	\$5,455,967
Raleigh	\$9,087,039
Winston-Salem	\$3,810,207
Large Urbanized Area Total	\$52,958,149

Ohio	
Akron	\$8,778,597
Canton	\$5,145,273
Cincinnati (<i>see also KY, IN</i>)	\$20,540,622
Cleveland	\$39,805,494
Columbus	\$16,214,025
Dayton	\$20,709,105
Toledo (<i>see also MI</i>)	\$8,580,240
Youngstown (<i>see also PA</i>)	\$3,814,488
Large Urbanized Area Total	\$123,587,844

Oklahoma	
Oklahoma City	\$10,021,473
Tulsa	\$8,853,448
Large Urbanized Area Total	\$18,874,921

Oregon	
Portland (<i>see also WA</i>)	\$6,467,817
Eugene	\$43,885,941
Salem	\$5,164,353
Large Urbanized Area Total	\$55,518,111

Pennsylvania	
Allentown--Bethlehem (<i>see also NJ</i>)	\$9,849,030
Harrisburg	\$7,017,442
Lancaster	\$9,770,062
Philadelphia (<i>see also NJ, DE, MD</i>)	\$128,841,141
Pittsburgh	\$49,286,424
Reading	\$4,272,356
Scranton	\$5,686,825
Youngstown (<i>see also OH</i>)	\$835,681
Large Urbanized Area Total	\$215,558,961

P.L. 111-5,
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Distribution of Transit Capital Grants to Large Urbanized Areas with
Populations Greater than 200,000

Large Urbanized Area	Total Investment
Puerto Rico	
Aguadilla-Isabela-San Sebastian	\$5,525,702
San Juan	\$44,467,699
Large Urbanized Area Total	\$49,993,401
Rhode Island	
Boston (<i>see also MA, NH</i>)	\$21,533
Providence (<i>see also MA</i>)	\$28,601,842
Large Urbanized Area Total	\$28,623,375
South Carolina	
Augusta-Richmond County (<i>see also GA</i>)	\$421,470
Charleston-North Charleston	\$6,478,887
Charlotte (<i>see also NC</i>)	\$258,537
Columbia	\$5,346,374
Greenville	\$2,989,341
Large Urbanized Area Total	\$15,494,609
Tennessee	
Chattanooga (<i>see also GA</i>)	\$4,228,753
Knoxville	\$5,811,349
Memphis (<i>see also MS, AR</i>)	\$16,987,443
Nashville-Davidson	\$14,020,151
Large Urbanized Area Total	\$41,047,696
Texas	
Austin	\$26,107,448
Corpus Christi	\$6,326,792
Dallas-Fort Worth-Arlington	\$87,883,502
Denton-Lewisville	\$4,143,011
El Paso (<i>see also NM</i>)	\$14,860,541
Houston	\$90,901,726
Lubbock	\$3,905,453
McAllen	\$4,745,658
San Antonio	\$31,234,746
Large Urbanized Area Total	\$270,108,877
Utah	
Ogden-Layton	\$9,684,595
Provo-Orem	\$7,189,214
Salt Lake City	\$31,459,589
Large Urbanized Area Total	\$48,333,398
Virginia	
Richmond	\$13,837,772
Virginia Beach	\$25,355,487
Washington (<i>see also DC, MD</i>)	\$42,154,508
Large Urbanized Area Total	\$81,347,767
Washington	
Portland (<i>see also OR</i>)	\$5,939,527
Seattle	\$124,701,827
Spokane (<i>see also ID</i>)	\$10,583,579
Large Urbanized Area Total	\$141,224,933
Wisconsin	
Madison	\$9,502,302
Milwaukee	\$28,531,852
Round Lake Beach-McHenry-Grayslake (<i>see also IL</i>)	\$78,667
Large Urbanized Area Total	\$38,112,821
Large Urbanized Area Grand Total	\$5,396,147,722

**P.L. 111-5,
the American Recovery and Reinvestment Act of 2009**

**Distribution of Transit Capital Grants to Small Urbanized Areas with
Populations Between 50,000 and 200,000**

For Small Urbanized Areas, the Federal Transit Administration apportions funds to the Governor of each State for distribution. While this table shows the apportionment amount attributable to each Small Urbanized Area within each State, the Governor ultimately determines the allocation of funds among the Small Urbanized Areas within each State.

Small Urbanized Area	Total Investment
Alabama	
Anniston	\$1,032,870
Auburn	\$954,040
Decatur	\$906,873
Dothan	\$870,715
Florence	\$1,093,785
Gadsden	\$856,964
Montgomery	\$3,526,918
Tuscaloosa	\$1,870,524
Small Urbanized Area Total	\$11,112,689
Alaska	
Fairbanks	\$763,234
Small Urbanized Area Total	\$763,234
Arizona	
Avondale	\$1,333,602
Flagstaff	\$989,946
Prescott	\$1,031,987
Yuma (see also CA)	\$1,940,082
Small Urbanized Area Total	\$5,295,617
Arkansas	
Fayetteville-Springdale	\$2,803,208
Fort Smith (see also OK)	\$1,845,928
Hot Springs	\$744,481
Jonesboro	\$778,925
Pine Bluff	\$967,502
Texarkana (see also TX)	\$371,190
Small Urbanized Area Total	\$7,511,234

**P.L. 111-5,
the American Recovery and Reinvestment Act of 2009**

**Distribution of Transit Capital Grants to Small Urbanized Areas with
Populations Between 50,000 and 200,000**

For Small Urbanized Areas, the Federal Transit Administration apportions funds to the Governor of each State for distribution. While this table shows the apportionment amount attributable to each Small Urbanized Area within each State, the Governor ultimately determines the allocation of funds among the Small Urbanized Areas within each State.

Small Urbanized Area	Total Investment
California	
Atascadero--El Paso de Robles (Paso Robles)	\$935,580
Camacho	\$1,379,610
Chico	\$1,813,957
Davis	\$1,975,933
El Centro	\$1,221,911
Fairfield	\$3,134,985
Gilroy--Morgan Hill	\$1,598,470
Hanford	\$1,468,346
Hemet	\$2,505,051
Livermore	\$1,859,406
Lodi	\$2,054,603
Lompoc	\$752,123
Madera	\$1,182,667
Manteca	\$1,299,009
Merced	\$2,485,982
Napa	\$1,905,158
Petaluma	\$1,392,821
Porterville	\$1,301,660
Redding	\$1,670,987
Salinas	\$4,721,366
San Luis Obispo	\$1,323,660
Santa Barbara	\$4,589,601
Santa Clarita	\$3,883,135
Santa Cruz	\$3,404,708
Santa Maria	\$2,864,037
Seaside--Monterey--Marina	\$2,832,360
Simi Valley	\$3,034,749
Tracy	\$1,711,239
Turlock	\$1,754,117
Vacaville	\$2,217,074
Vallejo	\$4,649,082
Visalia	\$2,668,930
Watsonville	\$1,609,701
Yuba City	\$2,069,900
Yuma (see also AZ)	\$14,991
Small Urbanized Area Total	\$75,286,909
Colorado	
Boulder	\$2,702,566
Grand Junction	\$1,538,694
Greeley	\$2,010,332
Lafayette--Louisville	\$1,077,600
Longmont	\$1,695,215
Pueblo	\$2,390,313
Small Urbanized Area Total	\$11,414,720
Connecticut	
Danbury (see also NY)	\$9,836,891
Norwich--New London	\$4,660,961
Waterbury	\$11,405,889
Small Urbanized Area Total	\$25,903,741
Delaware	
Dover	\$1,656,635
Salisbury (see also MD)	\$44,793
Small Urbanized Area Total	\$1,701,428

**P.L. 111-5,
the American Recovery and Reinvestment Act of 2009**

**Distribution of Transit Capital Grants to Small Urbanized Areas with
Populations Between 50,000 and 200,000**

For Small Urbanized Areas, the Federal Transit Administration apportions funds to the Governor of each State for distribution. While this table shows the apportionment amount attributable to each Small Urbanized Area within each State, the Governor ultimately determines the allocation of funds among the Small Urbanized Areas within each State.

Small Urbanized Area	Total Investment
Florida	
Brooksville	\$1,519,355
Deltona	\$2,461,585
Fort Walton Beach	\$2,501,864
Gainesville	\$2,931,440
Kissimmee	\$3,213,961
Lady Lake	\$710,324
Lakeland	\$3,327,724
Leesburg--Eustis	\$1,511,618
North Port--Punta Gorda	\$1,896,507
Ocala	\$1,573,748
Panama City	\$2,013,673
St. Augustine	\$868,559
Titusville	\$888,356
Vero Beach--Sebastian	\$1,932,179
Winter Haven	\$2,454,182
Zephyrhills	\$822,432
Small Urbanized Area Total	\$30,627,507

Georgia	
Albany	\$1,517,062
Athens-Clarke County	\$1,642,889
Brunswick	\$767,300
Dalton	\$822,560
Gainesville	\$1,235,602
Hinesville	\$885,852
Macon	\$2,278,601
Rome	\$921,030
Valdosta	\$933,375
Warner Robins	\$1,319,706
Small Urbanized Area Total	\$12,323,977

Hawaii	
Kailua (Honolulu County)--Kaneohe	\$2,909,337
Small Urbanized Area Total	\$2,909,337

Idaho	
Coeur d'Alene	\$1,290,202
Idaho Falls	\$1,263,774
Lewiston (see also WA)	\$546,956
Nampa	\$1,778,455
Pocatello	\$1,159,957
Small Urbanized Area Total	\$6,039,344

Illinois	
Alton	\$1,394,277
Beloit (see also WI)	\$217,421
Bloomington--Normal	\$2,496,653
Champaign	\$2,750,493
Danville	\$891,527
Decatur	\$1,697,301
DeKalb	\$1,262,063
Dubuque (see also IA)	\$44,137
Kankakee	\$1,263,671
Springfield	\$2,597,881
Small Urbanized Area Total	\$14,615,424

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Transit Capital Grants to Small Urbanized Areas with
Populations Between 50,000 and 200,000

For Small Urbanized Areas, the Federal Transit Administration apportions funds to the Governor of each State for distribution. While this table shows the apportionment amount attributable to each Small Urbanized Area within each State, the Governor ultimately determines the allocation of funds among the Small Urbanized Areas within each State.

Small Urbanized Area	Total Investment
Indiana	
Anderson	\$1,550,513
Bloomington	\$1,716,658
Columbus	\$888,815
Elkhart (see also MI)	\$2,158,560
Kokomo	\$1,089,206
Lafayette	\$2,413,099
Michigan City (see also MI)	\$1,177,582
Muncie	\$1,667,980
Terre Haute	\$1,369,388
Small Urbanized Area Total	\$14,031,801

Iowa	
Ames	\$1,165,267
Cedar Rapids	\$3,181,774
Dubuque (see also IL)	\$1,167,034
Iowa City	\$1,662,587
Sioux City (see also NE, SD)	\$1,551,010
Waterloo	\$1,961,987
Small Urbanized Area Total	\$10,689,659

Kansas	
Lawrence	\$1,930,929
St. Joseph (see also MO)	\$16,140
Topeka, KS	\$2,570,209
Small Urbanized Area Total	\$4,517,278

Kentucky	
Bowling Green	\$949,238
Clarksville (see also TN)	\$409,999
Huntington (see also WV, OH)	\$855,190
Owensboro	\$1,145,674
Radcliff-Elizabethtown	\$1,018,384
Small Urbanized Area Total	\$4,378,485

Louisiana	
Alexandria	\$1,183,712
Houma	\$2,052,316
Lafayette	\$2,747,057
Lake Charles	\$2,063,566
Mandeville-Covington	\$950,286
Monroe	\$1,766,253
Slidell	\$1,230,934
Small Urbanized Area Total	\$11,994,124

Maine	
Bangor	\$938,365
Dover-Rochester (see also NH)	\$99,767
Lewiston	\$1,000,844
Portland	\$2,989,029
Portsmouth (see also NH)	\$128,657
Small Urbanized Area Total	\$5,156,662

Maryland	
Aberdeen-Havre de Grace-Bel Air	\$4,575,531
Cumberland (see also WV, PA)	\$1,279,671
Frederick	\$3,024,473
Hagerstown (see also WV, PA)	\$2,271,913
Salisbury (see also DE)	\$1,431,349
St. Charles	\$1,930,171
Westminster	\$1,569,703
Small Urbanized Area Total	\$16,082,811

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Distribution of Transit Capital Grants to Small Urbanized Areas with
Populations Between 50,000 and 200,000

For Small Urbanized Areas, the Federal Transit Administration apportions funds to the Governor of each State for distribution. While this table shows the apportionment amount attributable to each Small Urbanized Area within each State, the Governor ultimately determines the allocation of funds among the Small Urbanized Areas within each State.

Small Urbanized Area	Total Investment
Massachusetts	
Leominster--Fitchburg	\$3,227,669
Nashua (<i>see also</i> NH)	\$808
New Bedford	\$4,527,613
Pittsfield	\$1,454,391
Small Urbanized Area Total	\$9,210,481

Michigan	
Battle Creek	\$1,262,889
Bay City	\$1,279,109
Benton Harbor--St. Joseph	\$936,998
Elkhart (<i>see also</i> IN)	\$26,698
Holland	\$1,609,413
Jackson	\$1,463,808
Kalamazoo	\$3,155,510
Michigan City (<i>see also</i> IN)	\$7,688
Monroe	\$903,695
Muskegon	\$2,473,157
Port Huron	\$1,383,824
Saginaw	\$2,465,504
South Lyon--Howell--Brighton	\$1,502,644
Small Urbanized Area Total	\$18,470,937

Minnesota	
Duluth (<i>see also</i> WI)	\$1,525,004
Fargo (<i>see also</i> ND)	\$748,840
Grand Forks (<i>see also</i> ND)	\$159,770
La Crosse (<i>see also</i> WI)	\$92,720
Rochester	\$1,741,613
St. Cloud	\$1,759,857
Small Urbanized Area Total	\$6,027,804

Mississippi	
Hattiesburg	\$991,811
Pascagoula	\$877,598
Small Urbanized Area Total	\$1,869,409

Missouri	
Columbia	\$1,739,155
Jefferson City	\$831,184
Joplin	\$1,070,225
Lee's Summit	\$1,092,881
St. Joseph (<i>see also</i> KS)	\$1,369,485
Small Urbanized Area Total	\$6,102,930

Montana	
Billings	\$1,884,898
Great Falls	\$1,223,819
Missoula	\$1,223,603
Small Urbanized Area Total	\$4,332,320

Northern Mariana Islands	
Saipan	\$1,061,782
Small Urbanized Area Total	\$1,061,782

Nebraska	
Sioux City (<i>see also</i> IA, SD)	\$302,017
Small Urbanized Area Total	\$302,017

Nevada	
Carson City	\$1,092,274
Small Urbanized Area Total	\$1,092,274

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Distribution of Transit Capital Grants to Small Urbanized Areas with
Populations Between 50,000 and 200,000

For Small Urbanized Areas, the Federal Transit Administration apportions funds to the Governor of each State for distribution. While this table shows the apportionment amount attributable to each Small Urbanized Area within each State, the Governor ultimately determines the allocation of funds among the Small Urbanized Areas within each State.

Small Urbanized Area	Total Investment
New Hampshire	
Dover--Rochester (<i>see also</i> ME)	\$1,098,534
Manchester /	\$2,591,645
Nashua (<i>see also</i> MA)	\$3,073,417
Portsmouth (<i>see also</i> ME)	\$612,075
Small Urbanized Area Total	\$7,375,671

New Jersey	
Hightstown	\$2,265,408
Vineland	\$2,538,548
Wildwood--North Wildwood--Cape May	\$1,484,615
Small Urbanized Area Total	\$6,288,571

New Mexico	
Farmington	\$790,312
Las Cruces	\$1,713,911
Santa Fe	\$1,370,382
Small Urbanized Area Total	\$3,874,605

New York	
Binghamton (<i>see also</i> PA)	\$3,651,619
Danbury (<i>see also</i> CT)	\$92,168
Elmira	\$1,535,510
Glens Falls	\$1,242,494
Ithaca	\$1,192,685
Kingston	\$1,143,201
Middletown	\$1,110,414
Saratoga Springs	\$1,051,227
Utica	\$2,651,396
Small Urbanized Area Total	\$13,670,714

North Carolina	
Burlington	\$1,493,823
Concord	\$1,730,136
Gastonia	\$2,083,715
Goldsboro	\$885,922
Greenville	\$1,478,464
Hickory	\$2,532,222
High Point	\$2,081,079
Jacksonville	\$1,527,492
Rocky Mount	\$991,722
Wilmington	\$2,486,014
Small Urbanized Area Total	\$17,290,589

North Dakota	
Bismarck	\$1,404,227
Fargo (<i>see also</i> MN)	\$2,460,032
Grand Forks (<i>see also</i> MN)	\$1,176,567
Small Urbanized Area Total	\$5,040,826

Ohio	
Huntington (<i>see also</i> WV, KY)	\$559,059
Lima	\$1,198,957
Lorain--Elyria	\$3,628,995
Mansfield	\$1,281,024
Middletown	\$1,671,558
Newark	\$1,243,924
Parkersburg (<i>see also</i> WV)	\$393,234
Sandusky	\$848,579
Springfield	\$1,619,240
Weirton (<i>see also</i> WV, PA)	\$675,713
Wheeling (<i>see also</i> WV)	\$490,270
Small Urbanized Area Total	\$13,610,553

**P.L. 111-5,
the American Recovery and Reinvestment Act of 2009**

**Distribution of Transit Capital Grants to Small Urbanized Areas with
Populations Between 50,000 and 200,000**

For Small Urbanized Areas, the Federal Transit Administration apportions funds to the Governor of each State for distribution. While this table shows the apportionment amount attributable to each Small Urbanized Area within each State, the Governor ultimately determines the allocation of funds among the Small Urbanized Areas within each State.

Small Urbanized Area	Total Investment
Oklahoma	
Fort Smith (see also AR)	\$35,001
Lawton	\$1,466,299
Norman	\$1,864,030
Small Urbanized Area Total	\$3,365,330

Oregon	
Bend	\$937,612
Corvallis	\$1,053,488
Longview (see also WA)	\$25,131
Medford	\$2,429,712
Small Urbanized Area Total	\$4,445,943

Pennsylvania	
Altoona	\$1,542,404
Binghamton (see also NY)	\$55,771
Cumberland (see also MD, WV)	\$210
Erie	\$3,866,369
Hagerstown (see also MD, WV)	\$19,327
Hazleton	\$879,623
Johnstown	\$1,289,689
Lebanon	\$1,174,273
Monessen	\$902,575
Pottstown	\$1,111,400
State College	\$1,672,019
Uniontown--Connellsville	\$875,442
Weirton--Steubenville (see also OH)	\$4,191
Williamsport	\$1,092,130
York	\$3,145,794
Small Urbanized Area Total	\$17,631,217

Puerto Rico	
Arecibo	\$2,205,143
Fajardo	\$1,260,116
Florida--Barceloneta--Bajadero	\$981,027
Guayama	\$1,281,501
Juana Diaz	\$860,794
Mayaguez	\$1,994,539
Ponce	\$4,390,179
San German--Cabo Rojo--Sabana Grande	\$1,542,969
Yauco	\$1,674,934
Small Urbanized Area Total	\$16,191,202

South Carolina	
Anderson	\$984,622
Florence	\$955,925
Mauldin--Simpsonville	\$1,208,633
Myrtle Beach	\$1,820,168
Rock Hill	\$1,014,111
Spartanburg	\$2,047,206
Sumter	\$1,011,217
Small Urbanized Area Total	\$9,041,882

South Dakota	
Rapid City	\$1,255,528
Sioux City (see also IA, NE)	\$51,585
Sioux Falls	\$2,609,162
Small Urbanized Area Total	\$3,916,275

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Transit Capital Grants to Small Urbanized Areas with
Populations Between 50,000 and 200,000

For Small Urbanized Areas, the Federal Transit Administration apportions funds to the Governor of each State for distribution. While this table shows the apportionment amount attributable to each Small Urbanized Area within each State, the Governor ultimately determines the allocation of funds among the Small Urbanized Areas within each State.

Small Urbanized Area	Total Investment
Tennessee	
Bristol--Bristol (<i>see also VA</i>)	\$533,730
Clarksville (<i>see also KY</i>)	\$1,550,795
Cleveland	\$855,317
Jackson	\$1,085,613
Johnson City	\$1,472,011
Kingsport (<i>see also VA</i>)	\$1,291,347
Morristown	\$797,289
Murfreesboro	\$2,185,769
Small Urbanized Area Total	\$9,771,871

Texas	
Abilene	\$2,057,460
Amarillo	\$3,574,296
Beaumont	\$2,362,469
Brownsville	\$3,631,569
College Station--Bryan	\$2,793,817
Galveston	\$1,575,182
Harlingen	\$1,953,732
Killeen	\$3,489,770
Lake Jackson--Angleton	\$1,386,542
Laredo	\$4,757,091
Longview	\$1,269,052
McKinney	\$992,990
Midland	\$1,882,626
Odessa	\$2,066,952
Port Arthur	\$2,323,428
San Angelo	\$1,572,211
Sherman	\$964,558
Temple	\$1,228,725
Texarkana--Texarkana (<i>see also AR</i>)	\$709,396
Texas City	\$1,609,294
The Woodlands	\$1,679,525
Tyler	\$1,744,631
Victoria	\$913,309
Waco	\$2,909,998
Wichita Falls	\$1,770,192
Small Urbanized Area Total	\$51,218,815

Utah	
Logan	\$1,388,584
St. George	\$1,109,223
Small Urbanized Area Total	\$2,497,807

Vermont	
Burlington	\$1,753,649
Small Urbanized Area Total	\$1,753,649

Virgin Islands	
Virgin Islands	\$1,284,112
Small Urbanized Area Total	\$1,284,112

Virginia	
Blacksburg	\$1,074,183
Bristol--Bristol (<i>see also TN</i>)	\$310,963
Charlottesville	\$1,528,262
Danville	\$824,382
Fredericksburg	\$1,542,104
Harrisonburg	\$943,287
Kingsport (<i>see also TN</i>)	\$24,387
Lynchburg	\$1,501,126
Roanoke	\$3,364,742
Winchester	\$879,753
Small Urbanized Area Total	\$11,993,189

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Transit Capital Grants to Small Urbanized Areas with
Populations Between 50,000 and 200,000

For Small Urbanized Areas, the Federal Transit Administration apportions funds to the Governor of each State for distribution. While this table shows the apportionment amount attributable to each Small Urbanized Area within each State, the Governor ultimately determines the allocation of funds among the Small Urbanized Areas within each State.

Small Urbanized Area	Total Investment
Washington	
Bellingham	\$1,655,804
Bremerton	\$2,861,382
Kennewick--Richland	\$2,659,484
Lewiston (<i>see also</i> ID)	\$318,847
Longview (<i>see also</i> OR)	\$1,129,826
Marysville	\$1,852,474
Mount Vernon	\$841,295
Olympia--Lacey	\$2,334,961
Wenatchee	\$1,019,843
Yakima	\$2,151,005
Small Urbanized Area Total	\$16,824,921

West Virginia	
Charleston	\$2,970,523
Cumberland (<i>see also</i> MD, PA)	\$34,795
Hagerstown (<i>see also</i> MD, PA)	\$455,306
Huntington (<i>see also</i> KY, OH)	\$1,510,771
Morgantown	\$915,342
Parkersburg (<i>see also</i> OH)	\$1,026,517
Weirton--Steubenville (<i>see also</i> OH, PA)	\$469,158
Wheeling (<i>see also</i> OH)	\$932,485
Small Urbanized Area Total	\$8,314,897

Wisconsin	
Appleton	\$3,814,399
Beloit (<i>see also</i> IL)	\$801,608
Duluth (<i>see also</i> MN)	\$492,284
Eau Claire	\$1,482,618
Pond du Lac	\$994,292
Green Bay	\$3,580,948
Janesville	\$1,253,807
Kenosha	\$2,284,023
La Crosse (<i>see also</i> MN)	\$1,607,332
Oshkosh	\$1,475,958
Racine	\$2,771,751
Sheboygan	\$1,421,214
Wausau	\$1,174,443
Small Urbanized Area Total	\$23,154,677

Wyoming	
Casper	\$1,089,586
Cheyenne	\$1,231,479
Small Urbanized Area Total	\$2,321,065

Small Urbanized Area Grand Total	\$571,704,316
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**Additional T&I Committee Infrastructure Investment
Formula Funding provided under P.L. 111-5,
the American Recovery and Reinvestment Act of 2009**

Transit Fixed-Guideway Modernization

State	Total Investment
Arizona	\$640,070
California	\$66,171,889
Colorado	\$753,399
Connecticut	\$32,030,396
District of Columbia	\$13,888,380
Florida	\$5,410,766
Georgia	\$7,380,854
Hawaii	\$254,793
Illinois	\$96,088,797
Indiana	\$5,858,540
Louisiana	\$2,425,343
Maryland	\$15,265,694
Massachusetts	\$52,362,925
Michigan	\$133,125
Minnesota	\$1,851,573
Missouri	\$1,289,449
New Jersey	\$76,835,714
New York	\$254,817,805
Ohio	\$12,772,779
Oregon	\$1,125,728
Pennsylvania	\$80,303,844
Puerto Rico	\$675,314
Rhode Island	\$63,943
Tennessee	\$28,040
Texas	\$2,609,607
Virginia	\$4,209,386
Washington	\$6,699,276
West Virginia	\$309,339
Wisconsin	\$243,232
Total	\$742,500,000

This table was prepared by the Committee on Transportation and Infrastructure Majority staff based on the Federal Register Notice published by the Federal Transit Administration entitled, "American Recovery and Reinvestment Act of 2009 Public Transportation Apportionments, Allocations and Grant Program Information".
(FR Doc. E9-4745 Filed 3-4-09)

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Transit Fixed-Guideway Modernization Grants
to Large Urbanized Areas with Populations Greater than 200,000

Urbanized Area	Total Investment
Arizona	
Phoenix-Mesa	\$640,070
Total	\$640,070
California	
Los Angeles-Long Beach-Santa Ana	\$10,003,084
Sacramento	\$946,296
San Diego	\$2,872,834
San Francisco-Oakland	\$48,263,671
San Jose	\$4,086,004
Total	\$66,171,889
Colorado	
Denver-Aurora	\$753,399
Total	\$753,399
Connecticut	
Bridgeport-Stamford	\$31,536,449
Hartford	\$493,947
Total	\$32,030,396
District of Columbia	
Washington (<i>see also</i> V/A, MD)	\$13,888,380
Total	\$13,888,380
Florida	
Jacksonville	\$36,559
Miami	\$5,339,589
Tampa-St. Petersburg	\$34,618
Total	\$5,410,766
Georgia	
Atlanta	\$7,380,854
Total	\$7,380,854
Hawaii	
Honolulu	\$254,793
Total	\$254,793
Illinois	
Chicago (<i>see also</i> IN)	\$96,088,797
Total	\$96,088,797
Indiana	
Chicago (<i>see also</i> IL)	\$5,858,540
Total	\$5,858,540
Louisiana	
New Orleans	\$2,425,343
Total	\$2,425,343
Maryland	
Baltimore Commuter Rail	\$15,176,486
Washington (<i>see also</i> DC, V/A)	\$89,208
Total	\$15,265,694
Massachusetts	
Boston (<i>see also</i> RI)	\$51,000,680
Providence (<i>see also</i> RI)	\$486,320
Worcester	\$875,925
Total	\$52,362,925
Michigan	
Detroit	\$133,125
Total	\$133,125

P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Distribution of Transit Fixed-Guideway Modernization Grants
to Large Urbanized Areas with Populations Greater than 200,000

Urbanized Area	Total Investment
Minnesota	
Minneapolis-St. Paul	\$1,851,573
Total	\$1,851,573
Missouri	
St. Louis	\$1,289,449
Total	\$1,289,449
New Jersey	
New York-Newark (<i>see also NY</i>)	\$64,690,048
Philadelphia (<i>see also PA</i>)	\$11,580,494
Trenton	\$565,172
Total	\$76,835,714
New York	
Buffalo	\$409,946
New York-Newark (<i>see also NY</i>)	\$254,407,859
Total	\$254,817,805
Ohio	
Cleveland	\$11,182,724
Dayton	\$1,590,055
Total	\$12,772,779
Oregon	
Portland	\$1,125,728
Total	\$1,125,728
Pennsylvania	
Philadelphia (<i>see also NJ</i>)	\$61,821,461
Pittsburgh	\$18,482,383
Total	\$80,303,844
Puerto Rico	
San Juan	\$675,314
Total	\$675,314
Rhode Island	
Boston (<i>see also MA</i>)	\$26,648
Providence (<i>see also MA</i>)	\$37,295
Total	\$63,943
Tennessee	
Chattanooga	\$28,040
Total	\$28,040
Texas	
Dallas-Fort Worth-Arlington	\$300,940
Houston	\$2,308,667
Total	\$2,609,607
Virginia	
Virginia Beach, VA	\$437,148
Washington (<i>see also DC, MD</i>)	\$3,772,238
Total	\$4,209,386
Washington	
Seattle	\$6,699,276
Total	\$6,699,276
Wisconsin	
Madison	\$243,232
Total	\$243,232
Grand Total	\$742,190,661

Additional T&I Committee Infrastructure Investment
Formula Funding provided under P.L. 111-5,
the American Recovery and Reinvestment Act of 2009

Clean Water State Revolving Fund

State	Total Investment
Alabama	\$43,821,558
Alaska	\$23,454,981
Arizona	\$26,469,630
Arkansas	\$25,636,545
California	\$280,285,335
Colorado	\$31,348,152
Connecticut	\$48,010,347
Delaware	\$19,239,066
District of Columbia	\$19,239,066
Florida	\$132,286,374
Georgia	\$66,261,294
Hawaii	\$30,352,311
Idaho	\$19,239,066
Illinois	\$177,243,066
Indiana	\$94,447,485
Iowa	\$53,040,042
Kansas	\$35,374,185
Kentucky	\$49,878,081
Louisiana	\$43,081,434
Maine	\$30,336,768
Maryland	\$94,784,580
Massachusetts	\$133,057,188
Michigan	\$168,508,989
Minnesota	\$72,031,014
Mississippi	\$35,308,350
Missouri	\$108,641,808
Montana	\$19,239,066
Nebraska	\$20,045,025
Nevada	\$19,239,066
New Hampshire	\$39,163,905
New Jersey	\$160,146,855
New Mexico	\$19,239,066
New York	\$432,563,967
North Carolina	\$70,729,065
North Dakota	\$19,239,066
Ohio	\$220,623,381
Oklahoma	\$31,662,081
Oregon	\$44,271,018
Pennsylvania	\$155,237,544
Rhode Island	\$26,314,596
South Carolina	\$40,148,163
South Dakota	\$19,239,066
Tennessee	\$56,930,445
Texas	\$179,122,284
Utah	\$20,650,014
Vermont	\$19,239,066
Virginia	\$80,203,266
Washington	\$68,152,095
West Virginia	\$61,092,108
Wisconsin	\$105,948,315
Wyoming	\$19,239,066
American Samoa	\$3,454,000
Guam	\$2,471,500
Northern Marianas	\$1,551,700
Puerto Rico	\$51,114,195
Virgin Islands	\$1,962,700
Total	\$3,869,608,399

This table was prepared by the Committee on Transportation and Infrastructure Majority staff based on information published by the Environmental Protection Agency.